

Navy News

AUGUST 1980 10p

Fluttering Ensign, soaring gulls and the distinctive white hull of H.M.S. Enterprise made a perfect subject for the camera of PO(Phot) Bill Felters as two ships of the Royal Navy's Inshore Survey Squadron paid a courtesy visit to the little Dutch port of Enkhuizen.

The Enterprise was following H.M.S. Egeria across the IJsselmeer, Holland's inland sea, on passage from Amsterdam. Special feature — Page 12.

ENTER THE TRIDENT

As preparations for the mighty new Trident system get under way, entrustment of Britain's strategic nuclear deterrent to the Senior Service for the rest of this century and the first part of the next provides a confidence-booster for the Royal Navy in general and the Submarine Service in particular.

Four new nuclear boats (possibly five) will be operating in the 1990s, each armed with 16 tubes and each missile fitted with eight independently-targeted warheads — 128 warheads for each boat.

After years of controversial speculation on "What follows Polaris?" the Government announced in July in favour of Trident. An agreement with the United States is similar to the 1962 arrangements under which Britain acquired Polaris.

The Trident boats are expected to be introduced progressively in the first half of the 90s as the Polaris force is phased out. They are to be designed by naval teams with, it is anticipated, Vickers playing a full part in the design. Whether all will be built by Vickers remains to be seen.

FIVE BILLION

Total capital costs at today's prices is put at up to five billion pounds, spread over 15 years, for a four-boat force. Costs of the missile system in the U.S. are estimated at a billion pounds, but at least 70 per cent. of the total cost of the force is to be spent in Britain, including submarine building, work on the warheads, and work at the Coulport armament depot and Faslane submarine base.

The new submarines are likely to be of similar size to Polaris boats — possibly larger at around 10,000 tons — and manpower requirements are also expected to

be similar. The Government plans to decide in two or three years time whether to build a fifth submarine at a likely additional cost of about £600 million.

The Trident missile is a three-stage, solid-propellant, inertially-guided ballistic missile and went to sea on operational service with the U.S. Navy last year.

It weighs 65,000 lbs, compared to the 35,000 lbs of Polaris, and has a much greater range — some 4,000 nautical miles (full payload). This compares with the 2,500 nautical miles of Polaris, providing the new submarines with the advantage of much greater "sea room" in which to operate.

(See also page 22).

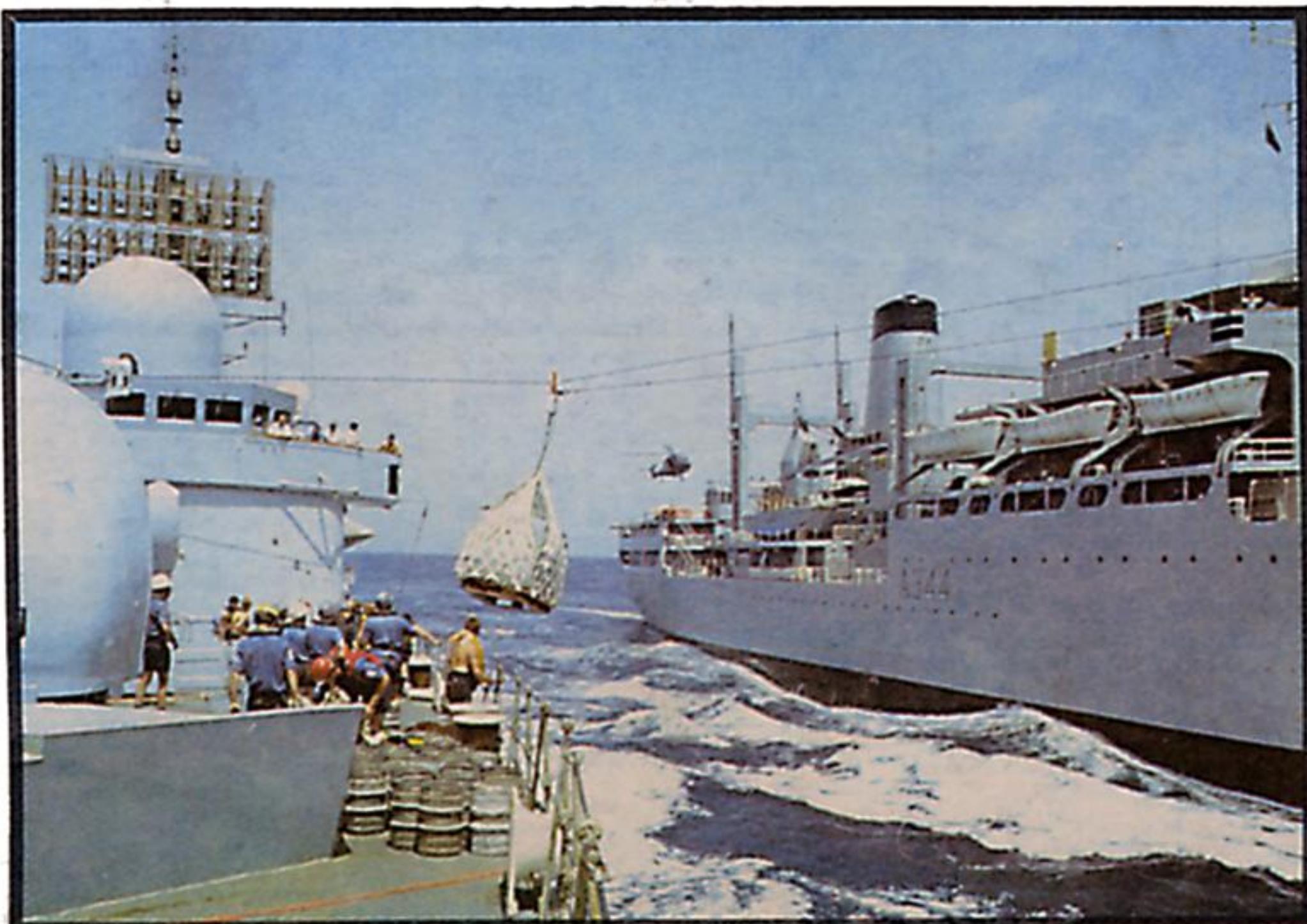
Survey ships on a Dutch treat



RED SEA RAS

A Lynx helicopter hovers astern and a stores pallet sways on the jackstay as H.M.S. Coventry (left) carries out a replenishment-at-sea with R.F.A. Stromness. The RAS took place in the Red Sea as the ships of the Far East Deployment headed for the Indian Ocean.

More on the deployment in Pages 23, 24 and 25.



Inflation hits Temeraire project

The new H.M.S. Temeraire has become a victim of inflation. Rapidly rising construction costs have caused the important building phase of the project to be deferred indefinitely.

Although work on the ground — grandstand, running track, hockey, rugby, soccer and cricket pitches — is now nearing completion, nothing will now be done about the proposed physical and recreational training centre, P.T. School and administrative complex until more money becomes available.

The decision to defer Phase 2 of the project is a major disappointment to sportsmen and sports administrators in the Royal Navy. The new Temeraire, sited just across the road from H.M.S. Vernon at Portsmouth, was seen as the Navy's premier sports centre, bringing all the Service's major sporting facilities together in a modern, integrated complex.

NEW SCHOOL

Included in the phase that has now been temporarily abandoned are the new R.N. School of Physical Training, a Fleet physical and recreational training centre, swimming pool, offices for the Director of Naval Physical Training and Sport and his staff (presently accommodated in H.M.S. Nelson), and a pavilion with changing, refreshment and spectator facilities.

The phase also includes the construction of four tennis courts and the conversion of a now derelict but scheduled Drill Hall into five squash courts.

Lieut-Cdr. John Smith, the Sports and Amenities Project Officer on the staff of D.N.P.T.S., told Navy News that the present

H.M.S. Temeraire in Pitt Street, Portsmouth, will remain in service until the new centre is built.

Lieut-Cdr. Smith said the proposed squash courts were likely to be the most missed of the new facilities. There is a critical shortage of them in the area.

All other facilities already existed, albeit scattered in and around Portsmouth, and not always served by appropriate changing rooms.

Phase 2 of the new Temeraire was estimated in 1979 at £2.7m. — and by this year that estimate has risen to £3.3m. With cuts already having to be made in the Service, the project was reduced this year to the lowest financial priority status.

Now the decision has been made to defer the entire Phase 2 "until necessary funds become available."

Work on the much-delayed Phase 1 is expected to be finished in September, although two grass pitches have to be re-seeded and will not be available next season. There have also been problems with the all-weather Olymprene running track.

Ironically, another naval recreational project, the Southwick Park centre near H.M.S. Dryad, has been awarded the first of the £75,000 Nuffield Trust Super Grants available to the Services.

Southwick Park is also to receive a grant from the Fleet Amenities Fund, subject to the Trustees' approval — See Page 13.

SWORD OF PEACE FOR FIFE

The Royal Navy's Wilkinson Sword of Peace for 1979 has been awarded to H.M.S. Fife, which caught the headlines last year for her outstanding relief operations on the island of Dominica in the wake of the devastating Hurricane David.

The sword was presented at a London ceremony in July by the Chief of the Defence Staff (Admiral of the Fleet Sir Terence Lewin) to Capt. R. G. (Sam) Fry, commanding officer of the guided missile destroyer at the time of the relief work.

Later, at a ceremony at Portsmouth, Capt. Fry passed the sword on to the present commanding officer of the ship, Cdr. Bill Ashmole. It will be displayed in the trophy cabinet of the destroyer, which is at present in refit.

Honours

Award of the sword follows a series of honours and commendations already made to members of the ship's company (as previously reported in Navy News).

Citation for the award recalls

how, having completed a deployment in the Caribbean, the Fife was on her way home when she was diverted to offer aid. Her ship's company worked tirelessly to help the Dominicans recover from the hurricane devastation.

Those dedicated efforts included repairing hospitals and giving medical care both in the capital Roseau and in remote mountain villages; restoring

Roseau's water supplies; bridging work; and restoring communication with the outside world.

In addition, the Fife's Wessex helicopter made a big contribution to the success of the operation, being the only means of transport to many parts of the island. Its presence made it possible to evacuate many seriously injured men, women and children to the hospital, to

land medical teams and to airlift more than 45,000 lbs. of essential medical supplies.

In presenting the awards — made each year to all three Services for outstanding work in the field of humanitarianism and community relations — Admiral Lewin referred to the huge volume of projects, large and small, which Service personnel carry out to the benefit of the community, including the old, the sick and the young.

Admiration for the Royal Navy's Wilkinson Sword of Peace, won this year by H.M.S. Fife. With Admiral of the Fleet Sir Terence Lewin, who presented the award, are Capt. Sam Fry, who commanded the ship during the Dominican relief operation, and His Excellency Mr. Arden Shillingford, High Commissioner for Dominica.



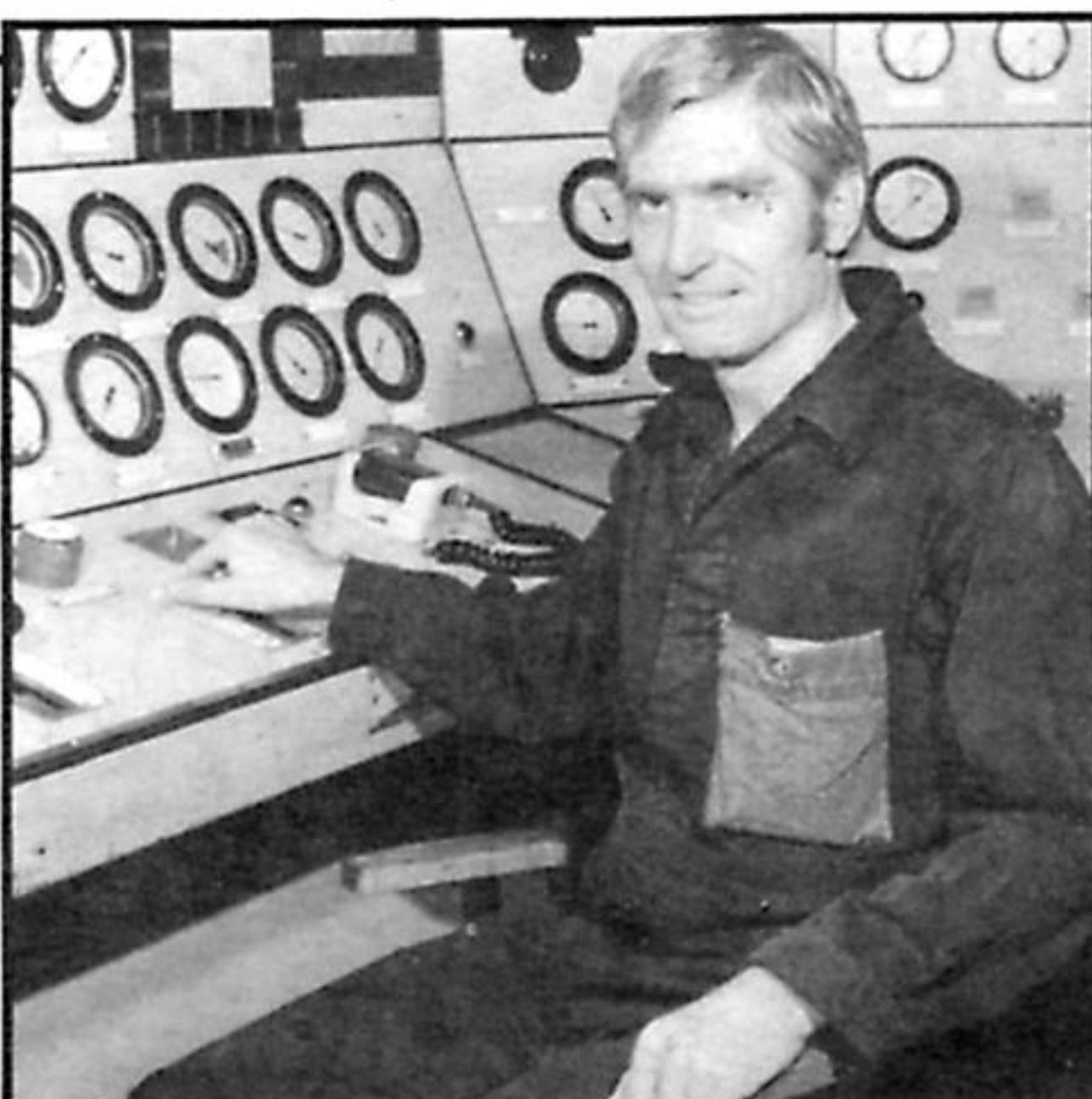
Dominica relief citation

FIRST ON WATCH

First of the General Service WE transferred personnel to become fully qualified to take charge of the steaming watch below is MEM1 EL E.T.M. Waloch of H.M.S. Intrepid, who has obtained his unit watchkeeping certificate.

Mechanic Waloch (pictured in the ship's machinery control room) joined the Royal Navy as a St Vincent boy in 1963 and, after a variety of sea and shore jobs, was selected for advancement to chief electrician in 1977.

He declined this promotion in favour of going to the OE mechanicians' course and, transferring to the ME Sub-Branch as a result of EBD, he completed the ME Technicians'



module in H.M.S. Sultan in Spring 1979.

He joined the Intrepid in June 1979, obtained his boiler room watchkeeping certificate (passed good) in October that year, and his unit watchkee-

ping certificate (passed good) in June this year.

Mechanic Waloch now hopes to obtain his charge certificate and either go to a small ship as "chief" of the boat or to go through for Special Duties List promotion.

SWOP DRAFTS

CPOA R. P. Lansley, 1 Orchard Grove, Portchester, Fareham, PO16 9ED, telephone Cosham 382711, drafted H.M.S. Plymouth, Sept. Refitting Chatham, base port Rosyth. Will swap for Portsmouth-based ship.

ALSTO M. Fisk, c/o Wardroom, H.M.S. Royal Arthur, drafted H.M.S. Norfolk, Sept. Will swap for any ship in refit or deploying.

STD A. Grattan, 7 Mess, H.M.S. Norfolk, drafted H.M.S. Hermes, Sept. Will swap for any Portsmouth ship due to deploy, preferably Far East.

ALWEM(R) A. Holmes, Devonport Field Gun crew, H.M.S. Drake, drafted N.E.M.T. Alverstone, Sept. Will swap for any Plymouth shore base or ship in long refit.

LRO(G) Andrews, Comms Mess, H.M.S. Brighton, drafted Oct. Northwood CTF 311 (PV draft). Will swap for any Plymouth shore base or ship in long refit or Portland shore base.

LSEA(S) R. C. McCready, H.M.S. Vernon ext. 2311, drafted H.M.S. Rhyd, Oct. Will swap for any Portsmouth destroyer.

LS(M) (SCA) R. Morris, 5 Mess, H.M.S. Arrow, home waters. Will swap for any Portsmouth ship or Type 42 destroyer.

LRO(T) A. R. Soper, FOF2 staff, 10 Mess,

drafted H.M.S. Norfolk, drafted Comms, Whitehall, Sept., over six months. Will swap for anything in Plymouth or Cornwall areas. Contact 20 Dennis Road, Addington, Liskeard, Cornwall, PL14 3NS, telephone Liskeard 0579-43945.

MEM1 R. G. Bowyer (AD), H.M.S. Hermes, drafted FMG (mobile) sweeper, H.M.S. Cochrane, Oct. HGV1-3 licence and computer training given. Will swap for any Plymouth shore base. Telephone Portsmouth 63405.

LCK Dempster, 3F Mess, H.M.S. Torquay, Portsmouth. Will swap for any Plymouth ship.

RO1(T) Unwin, H.M.S. Mercury, drafted H.M.S. Glamorgan, Sept., Portsmouth-based.

Will swap for any Rosyth ship or shore base. Telephone Mercury ext. 286 (day) or 428 (night).

WEM(O)1 B. Sweeney, 3G Mess, H.M.S. Rhyd, Chatham. Will swap for any Devonport ship, preferably not deploying.

LMEM(M) D. Miller, 3Q Mess, H.M.S. London, due to deploy 1981. Will swap for any shore base or ship in long refit.

Portsmouth.

WTR M. Cox, H.M.S. Neptune, drafted H.M.S. Leander, Oct. due long refit

MEM2 A. Woodall, 10 Mess, H.M.S. Fife,

drafted H.M.S. Galatea. Will swap for any Portsmouth ship. Telephone H.M.S. Neptune, 255-6227-383.

RO1 D. Rogers, C Watch, Comms, Whitehall, drafted H.M.S. Danae, Oct. Will swap for any Plymouth shore base. Dartmouth or long refit.

AB(M) Taylor, H.M.S. Ditchingham, drafted H.M.S. Plymouth, Sept. Will swap for any Plymouth ship or shore base.

AB(S) Croll, Fleet Comms, H.M.S. Warrior (B Watch), drafted H.M.S. Anglesey, Rosyth Nov. Will swap for any Portsmouth ship.

AB(R) Spain, Fleet Comms, H.M.S. Warrior, Rosyth, Fife, Scotland. Drafted H.M.S. Hermes, Portsmouth, Oct. Will swap for any non-deploying Rosyth ship or seagoing sweeper or one in refit.

AB(S) McGinty, 3E Mess, H.M.S. Gurkha, drafted H.M.S. Baccante, Sept., due foreign deployment 1981. Will swap for any island class P boat or Rosyth ship.

RO1(T) A. Doham, 3M STBD Mess, H.M.S. Sirius, home waters until early 1981. Will swap for any Devonport frigate due to deploy.

WEM(O)1 R. Walker, H.M.S. Naiad, drafted H.M.S. Osprey, Sept. Will swap for any Plymouth shore base.

RO1(T) A. M. Allen, 3L Mess, H.M.S. Euryalus, due to deploy Aug. 1981. Will swap for any Portsmouth or Chatham ship in refit.

RO1(G) Buttelle, 3L Mess, H.M.S. Euryalus, drafted Comms Gibraltar, Aug. for one year, married accompanied optional. Will swap for any shore base.

WREN(G) C. M. Webster, WRNS Quarters, H.M.S. Neptune, telephone

Devonport. Will swap for any seagoing ship. Telephone H.M.S. Neptune, 255-6227-383.

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World contest bid by Lynx crews

Two Navy Lynx teams have been shortlisted for the British entry in the World Helicopter Championships to be held in Poland next year.

The teams from 702 Squadron at Yeovilton were placed in the top three in this year's British Helicopter Championships at Sandown Park, sponsored for the first time by The Famous Grouse scotch whisky.

Navy Team A (Lieut.-Cdr. Rick Sea and Lieut. Jock Robertson) won the navigation event, while Team B (Lieut.-Cdr. Alan Walker and Lieut. Andy Lister) was equal first in the arrival section.

Overall the R.A.F. team was first with Navy Team B second and Navy Team A third. The only other naval participant was Yeovilton's Lieut.-Cdr. Kerry Ainslie who, as crewman, won the Helicopter Club prize in the rescue event.

Four hit the road in Brazil

Four members of H.M.S. Hecate's company took a close look at life, South American-style, when they walked and hitch-hiked nearly 500 miles across Brazil in 17 days.

Sub-Lieut. Craig Marcombe R.A.N., AB Gingie Pritchard, MEM Nobby Clarke and WEM Scrotes Scrivener left the survey ship at Recife, rejoining at Fortaleza after a fortnight on the road via Joao Pessoa, Natal and Mossoro.

Their experiences of stifling heat, torrential rain, flies, blistered feet and upset stomachs were more than tempered by beaches full of beautiful (and friendly) Brazilian girls and generous hospitality from impoverished villagers.

Owzat, Pollington!

H.M.S. Pollington's cricketers camped out in the grounds of the local pub, the George and Dragon, when they visited the village of Pollington, near Goole, in Yorkshire, to strengthen ties between ship and village.

The strategic siting of the camp may have had some bearing on the result of the match — the village won by five wickets. But an excellent time was had by the visitors, and the fixture looks like becoming an annual event.

Top-flight return by Bulwark

More than 800 relatives of the ship's company of H.M.S. Bulwark were given top-flight entertainment on board the carrier following her return from Gibraltar.

to Whale Island for the last public run of Portsmouth Field Gun crew before their Royal Tournament appearance.

FLEA CIRCUS

Residents reciprocated by inviting the sailors to a social evening at the home, one of the highlights being a performance by CPO Bob Whightman's flea circus.

Among the members of the ship's company replaced while she was in Portsmouth was the Rev. Roger Bennett, head of "Bishvista," the Bulwark's tourist agency. However the agency has not closed down — merely changed hands.

These ratings are anxious to exchange drafts and anyone interested should contact the applicant direct.

Devonport. Will swap for any seagoing ship. Telephone H.M.S. Neptune, 255-6227-383.

ALSTO G. A. Forth, c/o Wardroom, Fraser Gurney Range, drafted H.M.S. Arrow Nov. Will swap for any Portsmouth ship.

STD T. P. Booth, CPO House, 3 Hopton Road, Rosyth, Fife, Scotland. Drafted H.M.S. Hermes, Portsmouth, Oct. Will swap for any non-deploying Rosyth ship or seagoing sweeper or one in refit.

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WREN(G) C. M. Webster, WRNS Quarters, H.M.S. Neptune, telephone

Mem1(M) P. G. Langley (AMC), 4K Mess, H.M.S. Bulwark. Will swap for any Devonport ship or shore base.

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RO1(G) Buttelle, 3L Mess,

You can see more of beautiful Bo Derek this month in "10", released to the Fleet by the Royal Naval Film Corporation. She stars opposite Dudley Moore in the Blake Edwards-directed comedy that's won transatlantic praise. It's easy to see why . . .

FILMS FOR THE FLEET

Oil's well that ends well . . .

The ill wind of international terrorism has at least blown some good in the direction of the film scriptwriters.

Bank raids, whodunnits and kidnappings have given way on celluloid to hijackings, bomb plots and apocryphal conspiracies to wipe out a goodly number of the human species at one fell swoop.

Fact may be stranger than fiction, but the undaunted movie moguls manage to keep one jump ahead of events, thus putting flesh on our fears.

Heroic team

The latest battle against calamity takes place in "North Sea Hijack," released to the Fleet this month by the Royal Naval Film Corporation. It realises one of Britain's nagging anxieties — the safety of our oilfields in the face of terrorism and crime.

In this case the villain is former "Psycho" killer Anthony Perkins who threatens to blow up a mammoth oil production platform unless his £25 million ransom is met.

To the rescue comes a distinctly camp Roger Moore at the head of an heroic team of frogmen, backed-up on the surface by Admiral James Mason and Prime Minister Faith Brook.

Whether reaction to a real-life emergency of this kind would be anything near what this film suggests is difficult to say, but director Andrew McLaglen nails his colours to the derrick and presides over a

racy, simple plot that's fun if nothing else. At least the goodies win.

"North Sea Hijack" is distributed by CIC, carries an A certificate and the number 736 in the R.N.F.C. list.

Witchcraft

Other films released this month are:

Summer of Fear (X) — Linda Blair, Lee Purcell. Witchcraft conspires to make summer a season of terror for Rachel Bryant (Linda Blair). Brent Walker. No. 737.

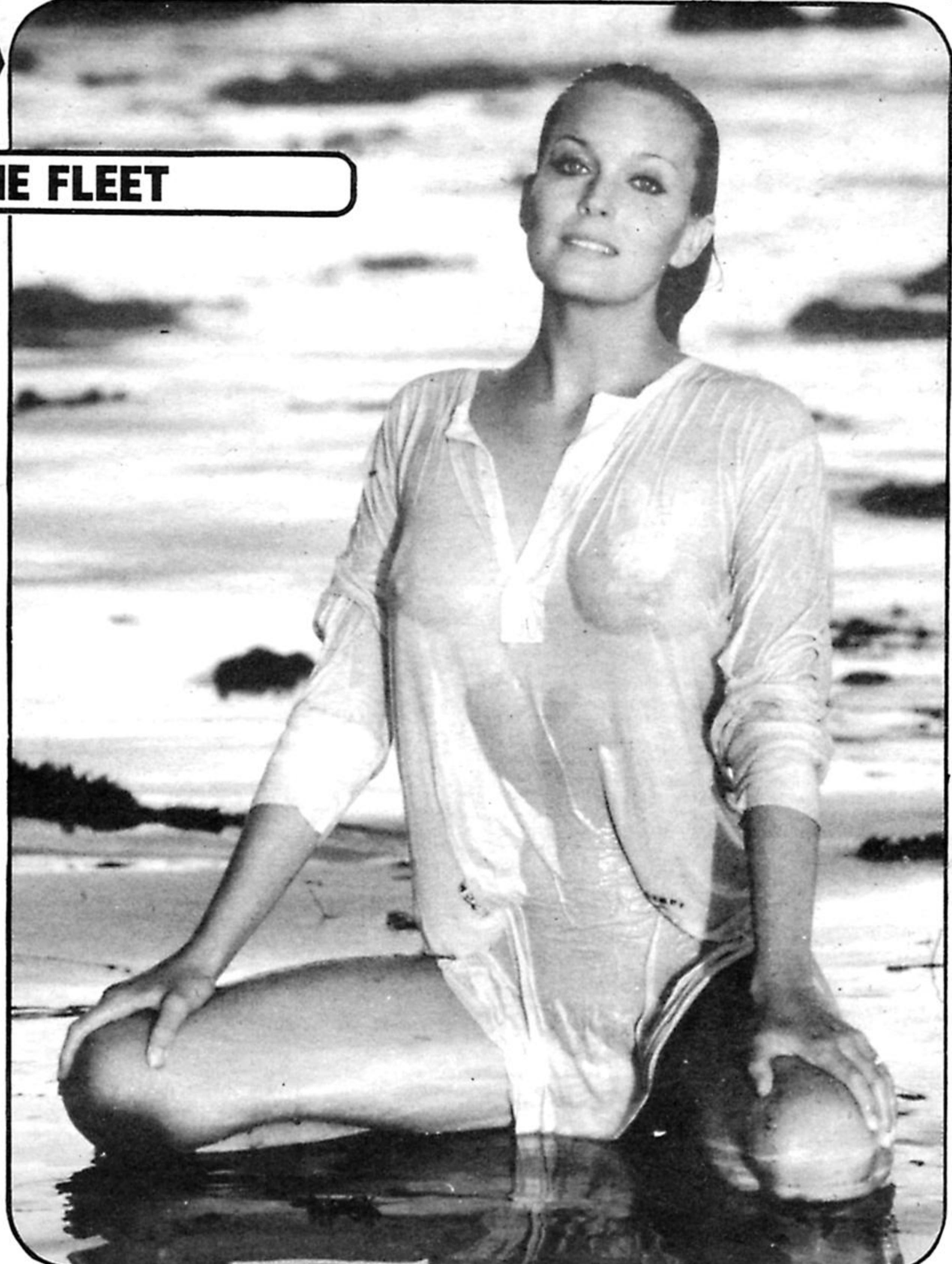
Hot Stuff (AA) — Dom Deluise, Suzanne Pleshette. A Miami police task force tries out an unconventional idea — to take over the premises of a well-known fence and put his customers on tape and visual display. Columbia-EMI-Warner. No. 738.

Jaguar Lives (AA) — Joe Lewis, Christopher Lee. Not a publicity film for British Leyland, but a routine adventure in which a special agent codenamed "The Jaguar" follows a long and exciting trail before he comes face to face with his partner's killer. Rank. No. 739.

Accident-prone

The Frisco Kid (A) — Gene Wilder, Harrison Ford. Wilder ensures plenty of laughs in this bizarre comedy in which an accident-prone young rabbi is sent from Poland in 1850 to lead a rabbi-less congregation in San Francisco. Columbia-EMI-Warner. No. 740.

A Little Romance (A) — Laurence Olivier, Arthur Hill, Sally Kellerman. As ever, a fine performance by Sir Larry in a story about two teenagers with near genius IQ who set out with a charming



old man to bring an ancient Venetian legend to life. Columbia-EMI-Warner. No. 741.

Tom Horn (AA) — Steve McQueen, Linda Evans. McQueen makes one of his rare appearances these days, returning to a western role as the rustler hunter Tom Horn. A dispassionate, cool study of one

of the last of the West's ill-fated gunfighters. Columbia-EMI-Warner. No. 742.

10 (X) — Dudley Moore, Julie Andrews, Bo Derek. Moore made his resurgence in this story about a 42-year-old pop composer who pursues

an impossible love affair with a girl he rates as 10 on his female-appreciation scale of 1 to 10. The Americans fell as much in love with him as he does in the film with screen debutante Bo Derek, unquestionably one of the most beautiful stars around. Columbia-EMI-Warner. No. 743.

A Navy lark at the pub

There's been quite a bit of larking about in the Nottingham area, we hear:

When ex-Navy man Alan Verney took over as licensee of The Woodlark pub in the village of Lambley, he advertised in Navy News to inform his old friends.

GET-TOGETHER

Members of the ship's company of the inshore survey craft H.M.S. Woodlark saw the advert and wrote to Alan suggesting a get-together. The result: 18 Woodlarks spent a week-end as guests of Alan and his customers.

To commemorate the visit the ship's crest was presented to mine host. Now a return visit is being arranged to the Woodlark, at present carrying out survey work in the Bristol Channel.



Thanks — a thousand!

It was third time lucky for AB John Smith when he gambled a 75p stake on three lottery tickets.

The third ticket turned up trumps — and John, serving in H.M.S. Londonderry, scooped the first prize of £1,000 in the weekly instant lottery in aid of the Soldiers, Sailors and Airmen's Families Association (SSAFA) Greater London branch.

There was an extra treat in store for the 20-year-old sailor: his favourite pin-up, model Denise Perry, travelled down to Naafi's Fleet Inn at the Portsmouth Naval Base to present John with his cheque.

John, from Milford Haven, plans to save most of his windfall but will use some to help his sister decorate her home.

The weekly lottery is potentially the biggest money-raising venture ever organised on behalf of SSAFA. The pilot scheme — with 25p tickets on sale in Naafi shops and clubs throughout the South of England — could bring the charity £200,000 in a full year.

The money will be used to help distressed Service families, and if this trial proves successful Naafi could extend the sale of tickets to all its shops and clubs in the U.K. to benefit Service charities.

DRAFTY'S CORNER

Back on course again

After the relative upheavals on the manpower scene caused by Engineering Branch Development and the ROSM split in the Operations Branch, the dust has now settled and drafting is back on a more orderly basis.

There will inevitably be instances where certain ratings feel that they are being misemployed, but such complaints should become more isolated as men who have been trained to the new syllabuses join the Fleet from training establishments.

Wherever possible, Captain Naval Drafting is drafting to the new Schemes of Complement created by the two re-organisations, but obviously such fundamental changes take time to implement. There is therefore a short-term need to draft, for example, ex-CEAs into ordnance billets, and RS(SMs) into PO(TS) billets.

These drafts will be kept to an absolute minimum, bearing in mind that it will take time for the training machine to become properly geared to the immediate needs of the seagoing Flotilla.

The recent FCPO Selection Boards produced a good number of promotions — 38 FCPOs(SM) — who will put up their new rate on September 30. Most have now been given their new appointments.

• Many queries

We still continue to receive many queries about submarine drafting by letter, by phone and by personal visits. These are, of course, all welcome. The queries vary considerably and published below are a selection of the more common ones which are of more general interest.

QUESTION—Why can't volunteers for Faslane remain serving in H.M.S. Neptune, thereby saving non-volunteers being drafted?

ANSWER—We endeavour to keep Faslane volunteers in the area, but occasionally a man's experience may be required elsewhere. We try, of course, to keep all volunteers in their preference areas, but operational requirements are paramount and unfortunately it appears that there will for the foreseeable future be a significant non-volunteer element at Faslane.

Q—If I'm drafted to SM Quota and give 18 months notice on receipt of this draft order, will I still go to Submarine Service?

A—Yes. Once the Draft Order to Submarine Service has been issued, it must be obeyed.

Q—I've got an ERD for June 1982. Where will I go then?

A—Regrettably, we don't know. Drafty's crystal ball is only capable of seeing about six months ahead and even then "subject to change if circumstances alter." Any predictions beyond that period are best left to astrologers!

Q—I've just been drafted to Pompey but I have settled in Plymouth.

A—Your last C232 (Drafting Preference Card) was rendered four years ago, stating you were a volunteer for Portsmouth. You have been drafted, therefore, to your first preference area. Moral: Don't forget to send Drafty a new DPC if your circumstances change!

Q—I'm a WEA(WDO) trained in Sonar. Will I remain in this field?

A—Yes, but not indefinitely. Sonar maintenance is now dedicated to the ADC branch — but we always endeavour to use a man's previous experience.

Q—Why haven't I received my Nuclear Bounty yet?

A—You must allow for processing: postal delays and so on. Approval will depend upon the Form C171 notifying the adqual being processed

and reported by printout to Drafty. Before making this query, bear in mind the time this process may take (perhaps two weeks) and check that your qualification has been input to the computer by your submarine.

Q—I've had a relief detailed. When do I go on draft and where to?

A—On receipt of a relief Draft Order you should render a Red Cross Drafting Preference Card with your availability date. The Red Cross ensures priority handling by the Drafting Desk and your subsequent draft will then take your up-to-date preferences into account.

Q—I've been streamed Polaris, but I wanted to go into the conventional stream. I thought there were MEA3 billets in patrol boats.

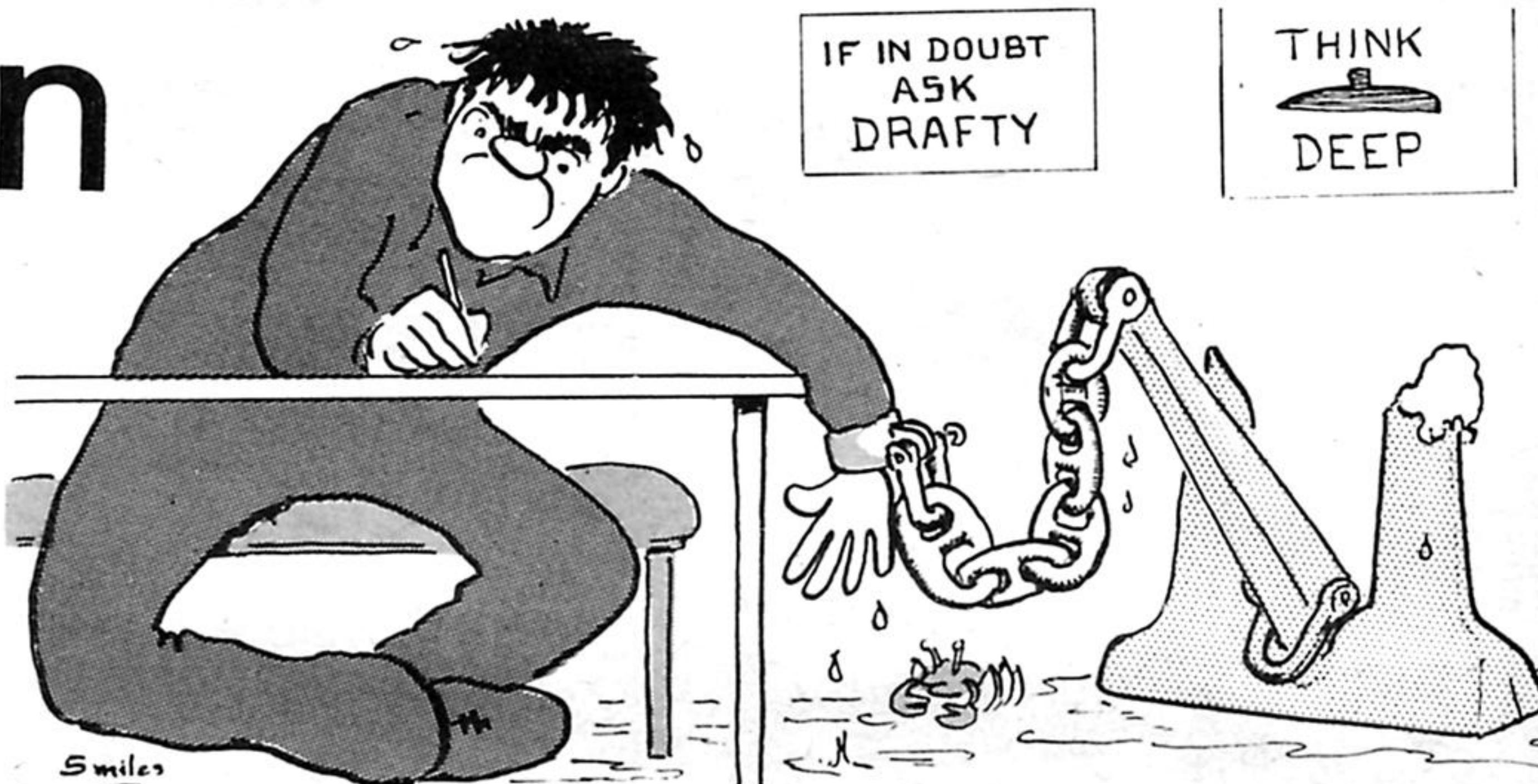
A—There are. Unfortunately, the requirement is small compared with Fleet and Polaris. For example, this year only 2 MEA3s will go into the patrol stream.

Q—Where do I go for Release? My Draft Order doesn't say!

A—Any Release Depot (i.e. H.M.S. Nelson, H.M.S. Drake or H.M.S. Cochrane). You may choose the most convenient one.

IF IN DOUBT
ASK
DRAFTY

THINK
DEEP



Dear Drafty — My skipper keeps trying to use me as an anchor. Am I being misemployed?"

Q—I'm a PO(UW)(SM). What advancement prospects have I?

A—Prospects for PO(UM)(SM) are governed by the fact that UW is now a "rump" branch, with no recruitment and no actual promotion requirements. There is however, a trickle advancement with at least one CPO(UW) on each list.

Q—How do I change branches? How do I re-engage?

A—See QRN 0842, 0830. Such queries should be referred through the Divisional System/SC Office or Ship's Office.

● **Ruined business!**
Q—Drafty! I can't go! This draft'll ruin my private business (taxis, boarding house, etc) . . .!

A—A Draft Order is just that: an order. Business concerns are sanctioned by commanding officers on the understanding that they will not interfere with Service requirements.

Q—I'm a Fire Control Maintainer in an SSN — what are my chances of getting Devonport?

A—There are 15 Devonport sea billets, but only one Fire Control shore billet.

Q—Is there any truth in the rumour that one PO(S) is being removed from the Patrol-class submarine?

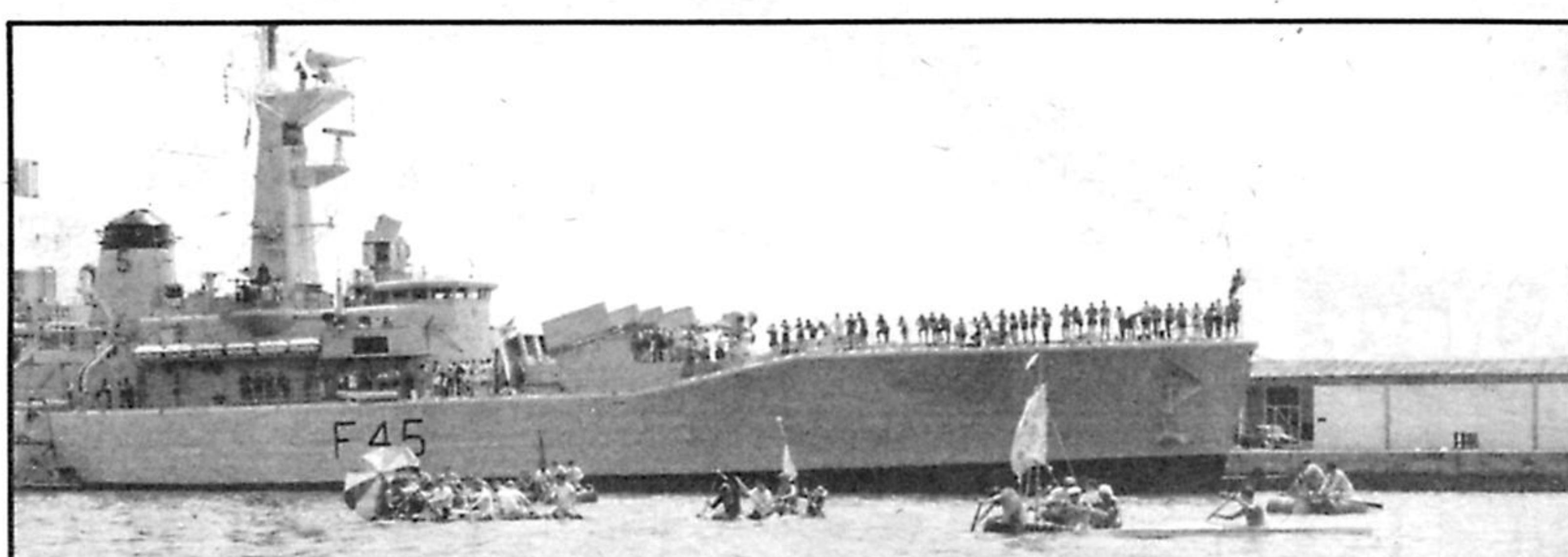
A—Approval has been sought for one Petty Officer billet to be made a Leading Rate billet in most Patrol-class submarines, and a study of the implications is at present being carried out.

Q—Are all TS billets now being filled by TS ratings?

A—No, not all. A large number of Leading Rates were advanced to PO after the ROSM split in November 1979, which took the pressure off shortage at Senior Rate level, but had the effect of creating an acute shortage of Leading Rates. All professional qualifying courses are full up until early 1981, even with an extra Petty Officer (TS) qualifying course being run by the RNSMS in October 1980 to January 1981.

Q—Is there a POWTR billet in submarines?

A—No, not at the moment. Any Leading Writer advanced to POWTR will be automatically returned to General Service except in the rate case where the MOD have approved a POWTR application for Coxswain training.



Rafts away! Contestants in the Great Minerva Raft Race splash their way happily towards the finishing line at Gibraltar.

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MINERVA KEEPS THEM IN FITS!

H.M.S. Minerva completed her 2½-month Mediterranean deployment with a four-week AMP (assisted maintenance period) and FITS (fun in the sun) in Gibraltar.

While Devonport's mobile Fleet Maintenance Group was doing an excellent job on the ship, the Minerva's company took the opportunity to enjoy the many social and sporting events organised for them.

Major event was the Minerva Olympiad, during which several of the frigate's track and field records were broken. The combined team of CPOs and POs won the inter-department challenge trophy.

POPT Andy Cullen, until recently the Top of the Rock record-holder, won the ship's Rock race in a time of 22 minutes, while the cricket team's successes included a memorable victory over R.A.F. North Front.

A raft race across the harbour proved immensely popular, attracting 17 entries including one from H.M.S. Dreadnought. The ME department won the race convincingly, with their B craft coming second.

Another success for the Minerva was to cram 76 of her ship's company into the tiny Six Steps Down bar to break H.M.S. Lowestoft's record of 69.

SHIPS OF THE ROYAL NAVY

No. 297



BATTLE HONOURS

Kentish Knock	1652
Gabbard	1653
Scheveningen	1653
Lowestoft	1653
Sole Bay	1672
Schooneveld	1673
Texel	1673
Barfleur	1692
Chesapeake	1781
Croix Island	1795
Copenhagen	1801
Marengo	1808
Crimea	1854
Dardanelles	1915
Atlantic	1941
Arctic	1941-3

H.M.S. London, which completed a refit earlier this year, will be among the ships on view to the public at Portsmouth Navy Days on August 23-25.

FACTS AND FIGURES

Displacement: 6,200 tons. Length: 520ft. 5in. Beam: 54ft. Draught: 20ft. 5in. Aircraft: Capable of carrying Wessex 3 helicopter. Missiles: Seaslug Mk. 1. Guns: Four 4.5in in two twin turrets and 20mm Oerlikons. Propulsion: Combined steam and gas turbines — two sets of geared steam turbines producing 30,000 s.h.p. and four gas turbines producing 30,000 s.h.p.; two shafts. Speed: 30 knots. Complement: 417 maximum.

Full of London pride

Since the first London appeared in Royal Navy service in the early 17th Century, ships of the name won 16 Battle Honours and have seen action in wars with the Dutch, the French, the Americans, the Russians, the Germans, the Turks and the Japanese.

When Charles II returned to England at the Restoration, the second London — a 64-gun ship — was one of the squadron that escorted him, later becoming flagship to the Lord High Admiral.

One of the most famous Londons was the sixth, a 90-gun three-decker which fought at Copenhagen. It was from her masthead that the Commander-in-Chief flew the famous signal that Nelson declined to observe.

PHOTO POST CARDS

Postcards in the Ships of the Royal Navy series are obtainable from Navy News, H.M.S. Nelson, Portsmouth PO1 3HH, price 12p each inc. postage and packing (minimum order 60p) or £1.20 per dozen. Send postal order or cheque. A standing order for the supply of each card on publication for 12 issues can be arranged on receipt of postal order or cheque for £2.30. Albums to hold 64 Navy News postcards are £3.20 each (including postage).

Only postcards of ships listed here are available.

Abdiel (1968), Abdiel (1980), Acheron, Achilles, Active, Adamant, Agincourt, Aisne, Ajax, Alacrity, Alamein, Albion (mod), Albion (pre-mod), Alderney, Amazon, Ambuscade, Andrew, Andromeda, Anglesey, Antelope, Antrim, Apollo (minelayer), Apollo (Leander class, 1972), Apollo (1975), Ardent, Arethusa (pre-mod), Arethusa (mod), Argonaut (pre-mod), Argonaut (mod), Ariadne, Ark Royal (mod), Ark Royal (pre-mod), Armada, Arrow, Ashanti (1972), Ashanti (1975), Aurora, Aurora, Avenger.

Bacchante, Barrosa, Beagle, Belfast, Bermuda, Berry Head, Berwick (mod), Berwick (pre-mod), Blackpool, Blackwood, Blake (pre-mod), Blake (mod), Blue Rover, Brighton

Seaslug anti-aircraft missiles.

Port and starboard Seaslug Mk.1 systems can now acquire, track and engage air targets with a fully automatic gather and guidance mode.

Trials

Since her re-dedication in April the County-class destroyer has been testing her new "eyes" in trials in the Channel and off Gibraltar. Next month she

begins an intensive work-up before resuming her place in the Fleet, under her commanding officer, Capt. John Garnier.

Her primary task is that of air defence and her comprehensive radar and computer systems give her the capability of controlling all the anti-aircraft activities of a task force.

Her more conventional secondary armament consists of two, twin 4.5in. turrets which can be used against surface or air

targets, while 20mm Oerlikons are fitted for anti-infiltration / patrol duties.

Although classed as a destroyer her size is that of a light cruiser; she can accommodate an admiral and his staff and is frequently used as a flagship.

Helicopter

Sometimes forgotten in an age of specialist anti-submarine frigates is the fact that search sonar in a County-class ship will often be more effective than that of smaller vessels because of the deeper and more stable platform which the ship provides.

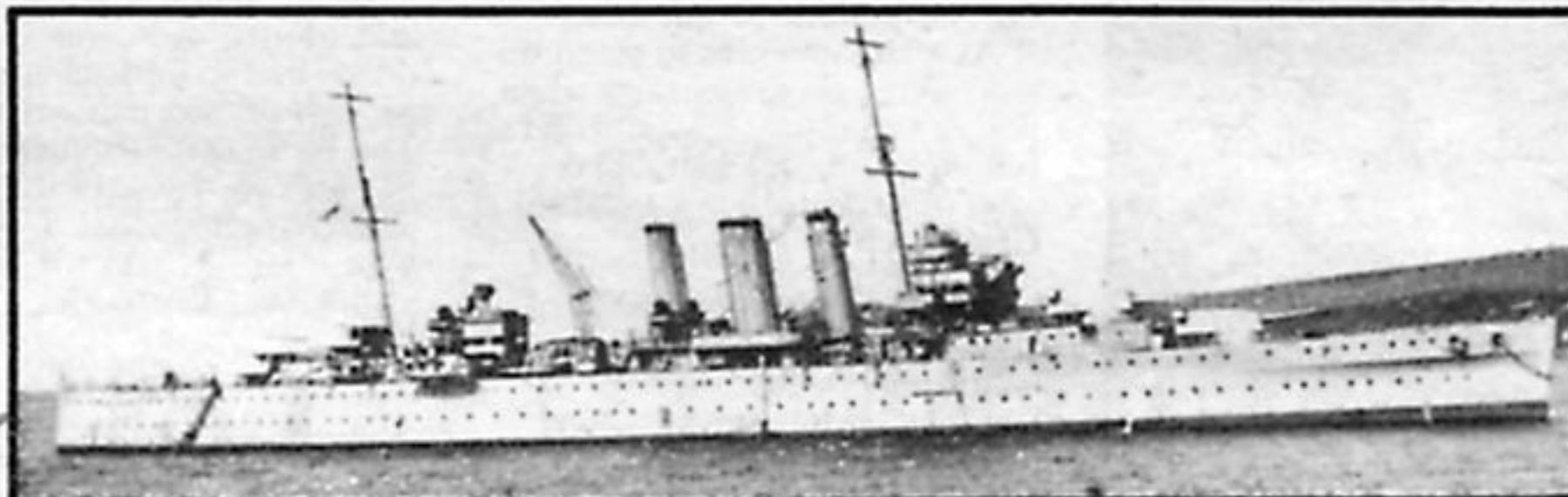
The London's method of delivering an anti-submarine

attack is by Wessex 3 helicopter which, with its ability to carry a deep dipping sonar, torpedoes and its own radar, is a complete weapon in itself.

When borne — the London carries no helicopter at the moment — the Wessex can be used for surface search and surveillance, search and rescue and casualty evacuation.

H.M.S. London was launched by the Duchess of Gloucester at Wallsend in December 1961, and first commissioned in 1963.

She is one of six County-class vessels still in service with the Royal Navy, the others being H.M. ships Antrim, Fife, Glamorgan, Kent and Norfolk.



The ninth H.M.S. London which played a part in the Yangtse Incident.

Six years later the same vessel captured the French flagship Marengo — an action which won one of the few single-ship Battle Honours.

Bismarck

The eighth London was a First World War battleship which saw action in the Dardanelles, while the ninth was a 10,000-ton County-class cruiser which served throughout the Second World War.

She took part in operations against the Bismarck and later in 1941 conveyed an Allied

mission to Russia for a three-power conference in Moscow.

During the following two years she served as an escort for Arctic convoys and in 1944 joined the Eastern Fleet in operations against Japanese-held islands.

In her last months she added to her fame by playing a part in freeing the frigate H.M.S. Amethyst from the Yangtse River in 1949.

The present H.M.S. London, like her predecessors, maintains close ties with the City, principally the Mercers Company and the Royal Regiment of Fusiliers which has its HQ in the Tower.

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'Death of a sailor'

Many letters have been received by Navy News in reply to the query (June) by Paul Whincop, asking about the ditty "Death of a Sailor."

One reader, J. Read (ex-ch. stoker) said that "we used to sing it during the war after we had knocked back a few pints in the canteen, accompanied by ERA Wacker Payne on the piano. It was all so sad. Used to make us cry in our beer."

According to Miss A. J. Mason, of Middlesbrough, her father used to sing it (always after he'd had a night out).

"However," she writes, "there is a last verse which I don't know as emotion always seemed to overcome him just as he was starting on the verse, with the result that he started crying and disappeared to bed."

All the versions sent in by readers vary slightly, but the following gives a general idea. It is obvious that it should be sung with liquid feeling:

*Twas on a summer's evening
When the world was calm and still*

*Two lovers strolling arm in arm
Beside a rustic mill*

*On the morrow he was leaving
For a land so far away*

*And as she snuggled close to him
These words she heard him say*

"You'll be happy little sweetheart

*In the spring
And for you those wedding bells*

*Will loudly ring
For when England's shore is sighted*

*Our hearts will be united
You'll be happy little sweetheart*

In the spring

*When next we see our hero
On a battleship at sea*

*With boys in blue he's fighting
To keep our Empire free*

*A stray shot hits our hero
He's numbered with the slain*

*As he lay there sinking fast
He murmured this refrain*

"You'll be lonely little sweetheart

*In the spring
Those wedding bells for you*

*Will never ring
For your sailor boy is lying*

*Among the dead and dying
You'll be lonely little sweetheart*

In the spring

*In an armchair by the fireside
Sat a maiden young and sad*

Tears were running down her cheeks

For a letter she had had

She read it o'er and o'er again

It was more than she could bear

And there before the morrow dawned

She was gone where all is fair.

(Last chorus — handkerchiefs out)

"So they laid her in the churchyard

*In the spring
Those wedding bells for her*

Did never ring

Not a word of him was spoken

For they knew her heart was broken

When they laid her in the churchyard

In the spring."

I would be interested to know if G. P. Moss (June issue) was in the Royal Naval Patrol Service to have the silver award.

We had to serve 180 days on board a R.N.P.S. minesweeper or anti-submarine ship to qualify. My award is on my record sheet showing the date. The award was given up to the end of the R.N.P.S. in 1946.

I also have the General Service Medal Minesweeping, which was given afterwards.

I received the award in November 1979 — a bit late, but it was only through attending the R.N.P.S. reunion at Lowestoft that I found out about it.

There must be many men like

AMAZON'S HOSPITALITY

I read with interest the letter from Mr. F. T. G. Johnson (July), who was not allowed to board a Royal Navy ship in a foreign port.

How different his reception turned out from the one my friend and I received when we were in Venice in March. H.M.S. Amazon was tied up and we — both ex-naval men — went aboard and asked permission to "sniff the

atmosphere" as it was some 34 years since we had been aboard a Royal Navy vessel.

It did not take long before the officer of the watch appeared and he and the duty petty officer went out of their way to ensure that we had an excellently-conducted tour of the ship. In the afternoon we were well entertained in the petty officers' mess.

It was not an "open day" but the courtesy, understanding and kindness we

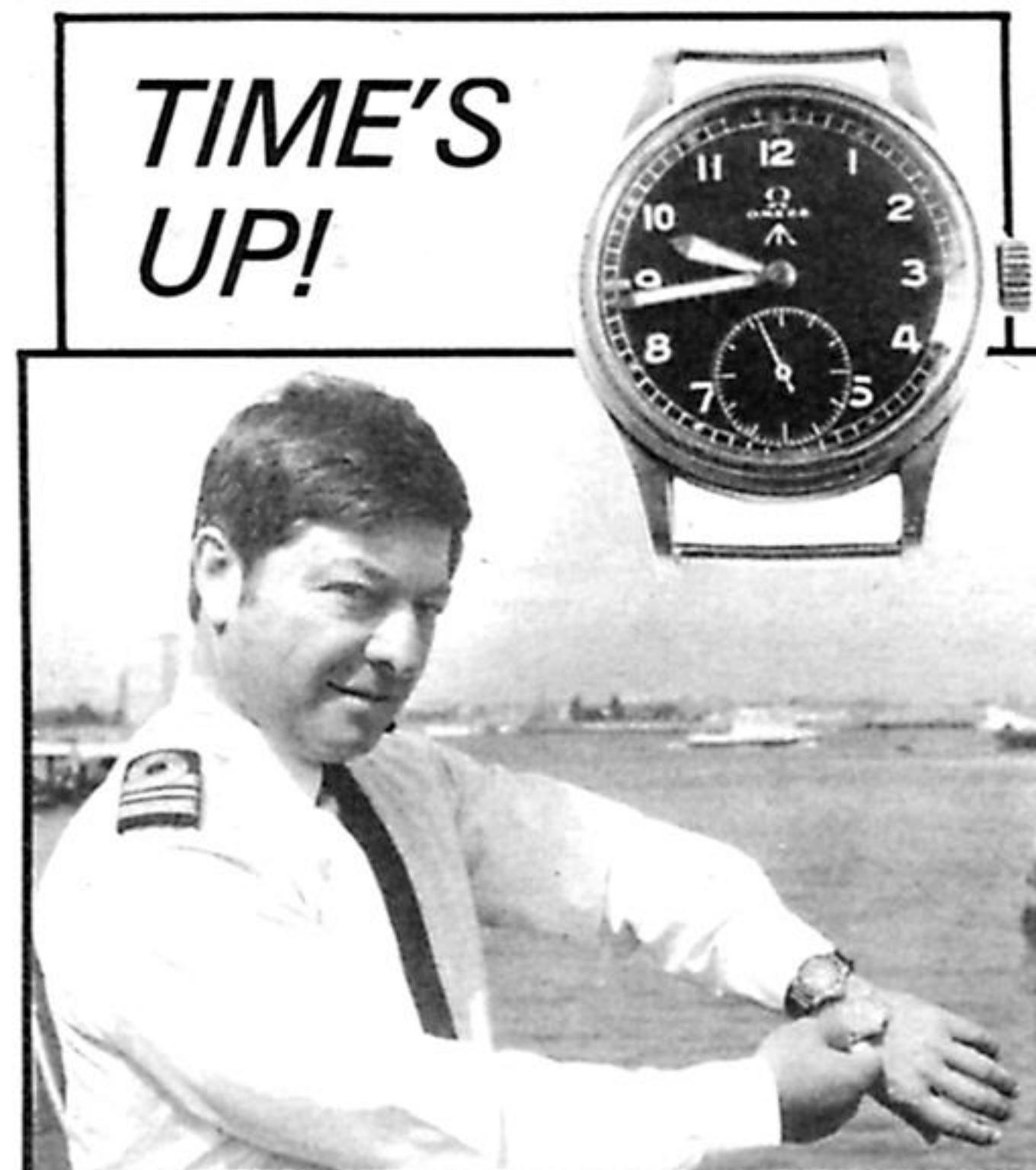
received made us feel so proud of our Navy.

Before leaving the ship we were introduced to the commanding officer, with whom we had an interesting discussion. Finally, in the evening we entertained some of the ratings in Venice.

The whole affair was an absolute eye-opener for the changes that have occurred since 1946 seemed quite unbelievable. — F. M. Read, Grasscroft, Oldham.

LETTERS TO THE EDITOR

Railcard: 'Worst fears confirmed'



The battered old watch being displayed by Lieut.-Cdr. David Bartlett, officer-in-charge of the Diving Training School at H.M.S. Vernon, has seen good times and bad times...

It arrived mysteriously on his desk, wrapped in an old cigarette packet, with an accompanying letter from "Boy Seaman 2nd Class 1937 Jock" from Dundee and signed, "Pensh".

"Am returning this relic to you," said the note, "as it is, like me, just about f—— I 'purloined', or 'won' it from a then T.A.S. PO for £2 as he didn't have any money for drink. That was way back in '58 or '59."

"I was then a PO on 'Vernon' after doing a course at Whale Island which was worse than Scapa or Kola Bay (Murmansk)."

The "relic" is believed to be a diving supervisor's watch and Lieut.-Cdr. Bartlett is hoping to trace the PO who sold it to Jock. "We might frame it at Vernon," he said.

Picture: H.M.S. Vernon Photographic Section

Minesweeping award

I would be interested to know if G. P. Moss (June issue) was in the Royal Naval Patrol Service to have the silver award.

The badge mentioned by the National Maritime Museum in your footnote to Mr. Moss's letter is not the same as the silver badge as worn by the R.N.P.S. in the Second World War. — Allen Smith (ex-wireman M.S.), Oldham, Lancashire.

Perhaps one should not men-

tion this, but the issue of the R.N.P.S. badge encouraged those who maintained that "we are in the Patrol Service, NOT in the Navy . . . therefore all that Navy bull does not apply to us."

It was no help to us half-trained amateur officers, who were constantly under pressure from ashore to impose R.N. standards of smartness and discipline on reluctant ship's companies, who in the early days consisted largely of fishermen, nor to the real R.N.R. (Merchant Service) officers who commanded the ships. — Geoffrey Dormer (R.N.V.R., ret.), Dittisham, Dartmouth.

'Quake ship plea'

On February 3, 1981 is the 50th anniversary of the New Zealand earthquake which devastated Napier City in 1931. Several hundred lives were lost.

H.M.S. Veronica (an old Flower class sloop) was in harbour at the time, and her crew have been remembered since, with undying gratitude, for the assistance they gave ashore.

For the anniversary, Napier City is organizing a big commemorative ceremony, and they are anxious to find anyone who was a member of the crew of the Veronica at that time.

If there are, I would be grateful if they would write to me. My recollection is that the ship was so badly damaged that she was a complete write-off. — G. F. Seymour, 8 Harold Crescent, Crooked Mile, Waltham Abbey, Essex. EN9 1QT.

**It's just
knot done!**

A colour photograph in your feature about the R.N.R. (July) shows two ratings carrying out a lifting operation using a chain block with a knot in the lifting pennant.

This practice is against the 1960 Shipbuilding and Ship-repairing regulations and, as a regular reader, I feel I should point this out. — R. S. Soper, Naval Base Chief Safety Officer, Devonport.

**Nicknames,
please**

Having contacted publications in the United States, France and other countries, may I now seek your readers' help in gathering notes for the preparation of a paper on warship nicknames of Second World War vessels from submarines to battleships.

Not being British (though a British Navy sympathiser) it would be helpful to have a brief explanation when a nickname is not easily understandable. — Pierre Bompar (captain), Silver Hill 303, 28 Shirogane-cho, Shinjuku-ku, 162 Tokyo.

View from the bilges

'Tiddly Quid'

Quid'

I have yet to see mention in your paper of H.M.S. Royal Sovereign, known as the "Tiddly Quid."

Built in 1915, she was during the Second World War, old, cumbersome and slow. No other ship seemed to want to be seen with her, but she was home to 1,200 sailors and Royal Marines. — S. Amesbury (ex-R.M. detachment), Bristol.

Gastronomic delight!

delight!

Since leaving the Andrew (1947) I have often spoken about the thick creamy pea soup that we were served with. My wife has promised to make this if I can supply the recipe. Can anyone oblige? — S. E. Maxted (ex-stoker), Hastings, East Sussex.

In reply to Sue and Jan (July), who think that the average mateot spends most of his money on wine, women and song, we would like to correct these two young ladies.

Considering ourselves to be average mateots, we only spend our money on wine and song because by the time we've crawled out of the bilges all the Wrens are ashore in their new cars, wearing tights and dripping because they can't afford Naafi stockings! — Buck, Scrumpy, Jan G, Jack and Jimmy, FMB Devonport.

In reply to Sue and Jan, of H.M.S. President, have they in fact ever been in a bilge?

As for the wine, women and song, if they had served in a seagoing ship maybe they would understand why Jack indulges in this sort of relaxation when alongside. They

can complacently sit back in a comfortable eight-till-four environment passing adverse comments about a life they know nothing about. Until such time as the WRNS are accepted in seagoing ships (heaven help us), we respectfully suggest they remain silent.

We are all for equality, but there is a vast difference between a Wren's life ashore and that of Jack at sea. If these two girls would care to step out of their isolated environment we should be pleased to give them an insight into the workings of an Admiral's seagoing staff, after which they may feel inclined to wine, men and song.

This subject is a long-standing bone of contention between male and female members of the Service which, no doubt, will not end here. — FOF2 Scribes — LWTRs Frank, Paul, Brum and Fred.

JACK

My Dearest Jessica,
Sorry to hear about your
teaching job being put
at risk by government cuts...



I know how you
must be feeling
because it's the same
with us...



by TUES

...and my share
of the ink is
finished.

Love Jack



Are non-preference drafts increasing?

Having just received my "enrolment document" for membership into the Faslane Club and realising I am one of many facing, or having faced, this situation, is it my imagination that the number of non-preference drafts are on the increase?

DIVORCE

I disagree with the person who wrote the letter "Hit hard by divorce laws" (July). He says he is left with no money after paying maintenance. But no one asked him to get a divorce.

As my husband is in the Navy and the girl he is with is a Wren, they can well afford to keep me and my children — Naval wife.

With reference to the letter from "Milked, Dartmouth" (July), readers in the Portsmouth area who are similarly afflicted by the present divorce laws may be interested to know that there is a Portsmouth Group of the Campaign for Justice in Divorce.

Anyone requiring further information should write to me as CJD Newsletter editor — Chris Morris, 134, Beresford Road, North End, Portsmouth.

Assistance to authors

Cdr. F. M. McKee, 33, Cherran Avenue, Toronto, Canada, would like to hear from any Royal Marine or Royal Engineer who landed on D-Day from H.M.C.S. Prince David for mine and obstacle clearance duties at Juno Beach. He understands their LCAs were all sunk before beaching, but would like personal memories for a book in preparation on the Prince class ship.

ON OUR OBESITY...

The following poem has been received from Mr. Bernard Campion, of Plymouth, "re June's Newsview of Fat Flatfeet — and with apologies to some lesser bard called Milton."

When I consider how Jack's days are spent
(In ways on which one stays discreetly dumb),
It's not a shock to hear some doc lament
That tars are far too tall — around the tum...
It's true that when I served before the mast
There was no dearth of guys with outsize girth.
No lack of coves whose corporations vast
Afforded ample scope for messdeck mirth.
But now, it seems, one deems it an offence
If certain sleek dimensions are exceeded,
And any stomach proving too immense
Could find its owner's charms "no longer needed"....
But come what might, it's only right to state:
Jack also serves — despite his frightful weight...

I know how you
must be feeling
because it's the same
with us...

...and my share
of the ink is
finished.

Love Jack



'Dreary' prospect for single man

Nearing my completion of 22 years' service I am discovering the pitfalls of volunteering to stay at sea and being a single man.

In my last ten years I have spent seven-and-a-half years at sea, the last four of them being a voluntary extension of service.

Now, having only 20 months left to serve I was hoping for a draft to my preference area. Instead, I have been drafted to Scotland — an area I would like to have avoided as it is 500 miles from my home.

This seemed unfair after completing six continuous years at sea, but I was informed by H.M.S. Centurion (rightly so) that I had been in my first preference draft for the last ten years.

Being single/divorced, having my own home, paying maintenance, and on top of that having the extra burden of paying accommodation charges and travelling expenses at weekends, it is a dreary prospect.

Should not a single man be reimbursed when shore-drafted away from his preference area, e.g. separation pay, extra warrants and free accommodation.

— R. Filby (MEMN(L1)), H.M.S. Caledonia.

Surely it is time for a change in our outdated pay structure. The introduction of a two-band system is a necessity, and only then with seagoing and shoreside rates of pay, with no extras for being married, will the system show any sign of equality.

After all, the extras are already taken care of by the State in the form of higher tax allowance and child benefits. — C. F. Chapman (CPO), H.M.S. Pembroke.

Sting in □ the tail

With regard to Lieut.-Cdr. Maclure's letter (June issue) headed "Watch the birdies," in my time in the Service a kipper was often referred to as a "Spithead pheasant" or a "two-eyed steak."

A "one-eyed steak" is, however (if I may say so) an entirely different kettle of fish, and as the O.E.D. would put it, is "not in polite use." — T. M. Welsh (ex-Ch. El. (Air)), Fareham, Hants.

Remember this □ old stick?

Rummaging through an antique market I came across a walking-stick with a gold band on which was inscribed, "G.W. from E.M. St Vincent 1913." I wonder who they were? — M. Wicks (PO(Sea)), H.M.S. Raleigh.

Ark Royal pin-up

I have my own special souvenir of H.M.S. Ark Royal, namely a snapshot stuck to a curtain in an ex-government surplus store.

"Looking at it close it had me in fits of tears
They had called him Rudley Nudley, Ark Royal's Man of the
Year.

Oh where is that sailor now, he's got me all at sea,
I've got the nicest pin-up that any girl could see.
Now all my friends are jealous, but of course it's not the same,
I'd rather have a real live man than a picture in a frame."

— Souvenir Collector, Devonport.



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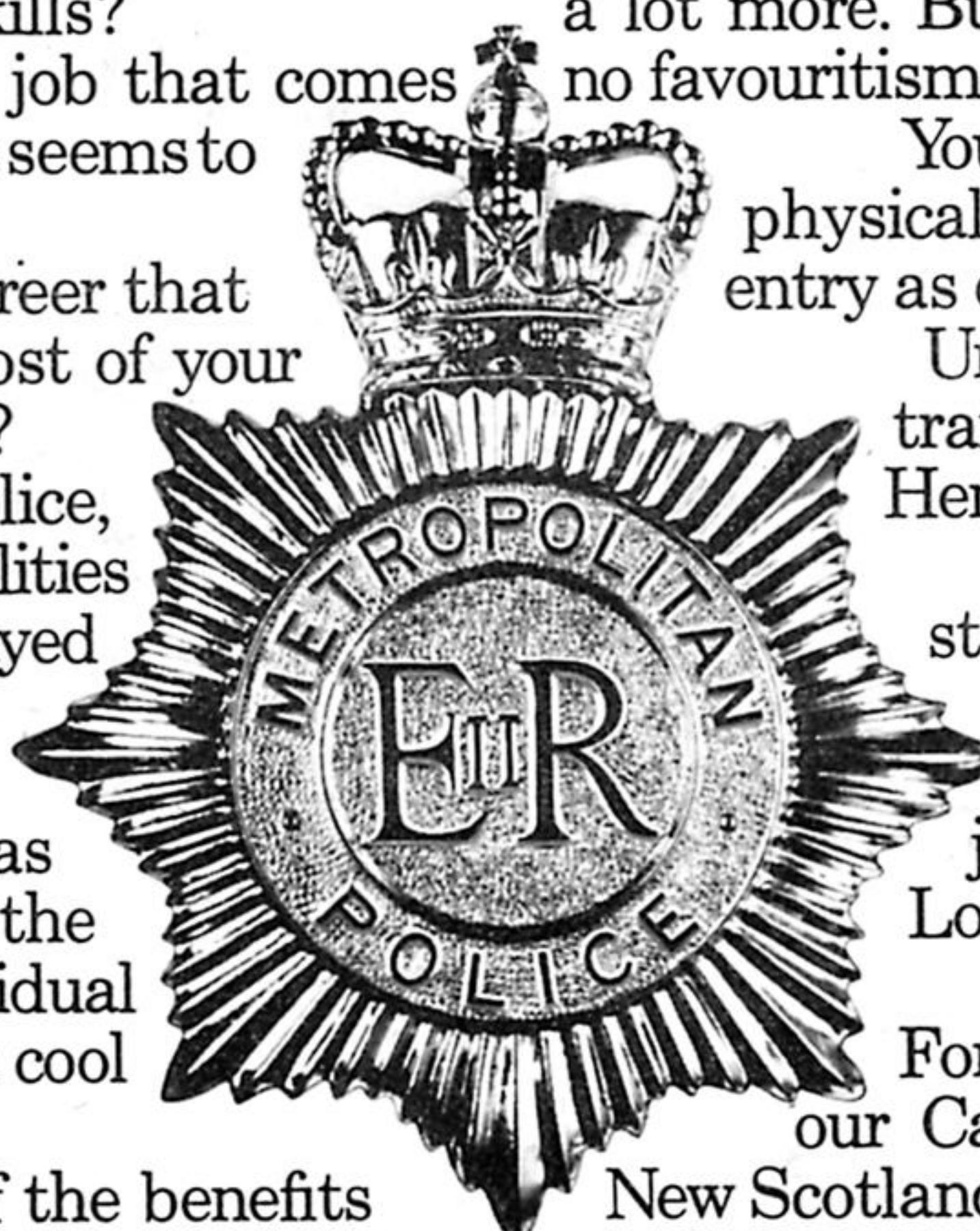
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If you would like a chat with one of our police careers advisers, why not give us a ring on 01-230 5215.





Arctic exped success

A Royal Navy-led Joint Services team returns at the end of August after a successful expedition to Princess Marie Bay, Ellesmere Island in the Canadian Arctic.

Expedition leader is CPO Steve Williams from R.N. air station Portland. His deputy leader is Lieut. Brian Witten, from H.M.S. Excellent, and there are two other naval members, CPO Ron Coulter (H.M.S. Achilles) and CPOMA John Smith, from the Medical Squadron of the Commando Logistics Regiment.

The island, north-west of Greenland, lies partly in the Arctic circle.

The 12-man team, which includes Army and R.A.F. personnel, left Britain at the end of May for the three-month expedition to carry out a number of scientific projects and to climb previously unscathed mountains.

CPO Williams and Lieut. Witten have both visited the area before as members of a Joint Services expedition in 1977. CPO Williams climbed on Ellesmere Island in 1972 with the R.N. Mountaineering Club.

'Kiel-haul' for Norfolk riders

H.M.S. Norfolk was one of many warships from nine nations which gathered in the Tirpitzhaven for Kiel Week, the famous German festival of sailing and other events.

As always, the friendliness, generosity and excellent organizational ability of the German people allowed the ship's company little time to recuperate between one special or sporting event and the next.

The visit started with the arrival of the "S. and S. Formation Cycling Team."

Nine members of the ship's Supply and Secretariat Department — and Lieut. John Esling's staffed cat — cycled in, having completed a 500-mile sponsored ride from Portsmouth which raised more than £1,300 for a heart rate monitor and an infusion pump for the children's unit of the Norwich and Norfolk Hospital.

Champagne

Having crossed the Channel from Southampton to Antwerp — courtesy of the R.A.F. Sir Lancelot — they cycled through Belgium, Holland and Germany, resting overnight at both British and German Army and Air Force Bases, and completed the trip in seven days.

In Kiel they were greeted by the Norfolk's commanding officer, Capt. Richard Sharpe, and presented with a bottle of champagne.

The rest of the visit was a whirl

New wreck confirmed

Two caronades recovered by Royal Navy divers off the Isle of Wight have given the H.M.S. Assurance wreck site a new importance. For the corronades were not in use when the Assurance went down off The Needles in 1753.

The discovery by Portsmouth Command Sub-Aqua Club, led by Cdr. John Bingeman, confirmed the existence of another wreck on the site — that of H.M.S. Pomone which sank in 1811.

The guns have been treated by Portsmouth Museum conservation department, and a wooden gun carriage is being made for one of them, which will be exhibited in the Isle of Wight.

In the cause of science

Volunteers are needed to take part in Scientific Studies at the Institute of Naval Medicine, Alverstoke, Gosport, Hants from September 15 to October 6 and from October 27 to December 21 inclusive.

Voluntarily and accommodation are free and volunteers earn up to £7 a day during the duration of the study. For details, contact the Support Manager, Environmental Medicine Unit, or the Experimental Research Officer, telephone Portsmouth Naval Base, ext. 41884 and 41541.

A. H. Paterson, MUSN, R.M. H.M.S. Raleigh, June 24.
G. A. Harris, CPO OPS(M).
H.M.S. Alacrity, June 30.
G. R. Hemsworth, POAF(AE).
814 Sqn., RNAS Culdrose, July 2.
H. G. Norman, ALMEM(M).
H.M.S. Ocelot, July 2.
J. K. Dempsey, Lieut-Cdr. H.M.S. Mercury, July 5.
G. C. Taylor, Surg-Cdr(D). H.M.S. Pembroke, July 6.
D. A. Regler, CPL, R.M. H.M.S. Warrior, July 11.

OBITUARY

Three officers from H.M.S. Osprey died when their Wessex helicopter went into the sea off Portland on June 27. They were Lieut. A. J. Morris, Lieut. G. J. Lewis and Lieut. R. A. Craddock.

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D. A. Regler, CPL, R.M. H.M.S. Warrior, July 11.

D. E. (Froggy) French, Ex-FCMA. Aged 48. Served for 27 years.

Intrepid trio

Returning from a Mediterranean deployment, Dartmouth Training Ship H.M.S. Intrepid and R.F.A. Lyness (A339) took advantage of a rare opportunity to operate and exchange personnel with the German naval training ship Deutschland south of Ushant. The Intrepid is scheduled to appear in Portsmouth Navy Days on August 23-25 (see Page 15).

£20,000 FOR KGFS

It is estimated that after tax and expenses, the Variety Club of Great Britain and King George's Fund for Sailors will each benefit by about £20,000 from the World Charity Premiere of the film "The Sea Wolves."

The premiere, at the Leicester Square Theatre on July 3, took place in the presence of the Duke and Duchess of Kent. The film is dedicated to the last Honorary Colonel of the Calcutta Light Horse, Admiral of the Fleet Earl Mountbatten of Burma.

London Division R.N.R. provided a lining party and music was provided by the Royal Marines Band of the Commander-in-Chief Fleet.

Top-of-Rock tie-breaker

Gibraltar's gruelling Top of the Rock race was the tie-breaker for this year's Sportex 80.

The Finwhale Trophy, presented to the best sports team among submarines taking part in the Submarine Flotilla training period, eventually went to H.M.S. Opportune, which had earlier tied with H.M.S. Otus. H.M.S. Olympus was third.

Rock race winner was LRO D. Bell, of H.M.S. Berwick, who made the 1,300ft. climb in 21min. 26sec.

New home for Salisbury

H.M.S. Salisbury is to be used for seamanship training in H.M.S. Raleigh. The 23-year-old frigate, now moored in the Tamar, takes over from the Second World War frigate H.M.S. Ulster, now destined for the breakers' yard.

The Salisbury, due for a visit from the C-in-C. Naval Home Command when he inspects Raleigh on August 1, was to have been sold to the Egyptian Navy at the end of 1978, but the deal fell through.



Lieut. John Esling (left) and LCA Mickey Fynn lead in the S. and S. Formation Cycling Team at the end of their 500-mile sponsored ride from Portsmouth to Kiel.

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TWO PAGES FOR

'Madam Mayor' is a naval wife . . .



Mrs. Rosemary Pockley, Mayor of Fareham.

Fareham, the Hampshire borough which countless naval families call home, has as its Mayor this year Mrs. Rosemary Pockley who — if not the first — must be one of the few naval wives to hold mayoral office.

Meeting her in her air-conditioned office on top of the town's ultra-modern civic centre, a setting of plush fittings and commanding view, creates a picture of a town which suffers no uncertainties about its future.

This impression is enhanced in talking to Mrs. Pockley (41), who has the natural charm and bright assurance of a woman sure of her roles as naval wife, mother and mayor of a town of promise.

As a former Wren and daughter

Holiday of a lifetime

Two boys from a family group home in the U.K. have just spent a fortnight's "holiday of a lifetime" at Gibraltar with the families of R.N. men who work at Coaling Island.

ter of Rear-Admiral Rupert Wainwright, Mrs. Pockley, whose husband serves as a lieutenant-commander in H.M.S. Vernon, says she has never subscribed to the idea that a naval wife should wear her husband's stripes.

ENJOYMENT

"I know many naval wives may not agree with me," she says, "but our marriage has been enhanced by the fact that I got on with a career when my husband was away at sea. Admittedly, when our two children, who are now at boarding school, were young, I had not this chance. But once it came, I had every support from my husband."

Mrs. Pockley, who laughs easily — even at herself — makes light of the demands on her life and says she is enjoying every minute of being the first

citizen of Fareham (population 86,000).

"I'm not really an organised person," she said, indicating a well-thumbed diary packed with events, "yet I suspect I must be, otherwise I couldn't run a home and fill all these engagements."

As member of a family with naval traditions going back to Trafalgar, Mrs. Pockley, whose grandmother was a First Officer WRNS during the Second World War, is, needless to say, very Navy orientated.

"I believe," she says "that the Services have a big contribution to make at local level. They play their part, and in an area like this, with a big naval population, I would like to see this extended."

Involvement, whether at local or national level, is something Mrs. Pockley takes in her stride.

Problems

Life on a naval married patch comes under the microscope in "Goodbye Sailor", a newly-published social survey into the importance of friendship in family mobility and separation.

Author of the survey, claimed as the first detailed investigation of its kind among Service wives, is Patricia J. Nicholson, with credentials of B.A., M.A. and F.R.A.I., and the study represents the writings of professional social scientists, augmented with quotes from naval wives.

Scene of the survey is described and indeed photographed, yet strangely not named. It will, however, quickly be recognised as the Eastney estate at Portsmouth. While few eyebrows may be raised at many of the findings, a wide range of facets of quarters life is touched on and, set in the context of a social survey, makes interesting reading.

Outdated

A number of shortcomings are claimed, although several comments appear to be based on research carried out a while ago, with some criticisms now outdated.

Subject chosen for this exploratory study of friendship and kinship ties was a naval community of 314 flats, maisonettes and houses, and 84 wives were interviewed. Of these, 23 had employment off

the estate (11 of them full time) and 13 had a car available for their own use.

Method of obtaining interviews was initially by calling at the door, and this in itself proved revealing. "As a concentration of households with a generally higher income than the surrounding area and frequently with no man in the house, the estate was much troubled with door-to-door salesmen. The sales techniques became increasingly complex.

Rank

"Surveys" and "research" were often used as a means of gaining entry into the home in order to begin the sales patter. The author was frequently the fourth caller in a busy morning, having been preceded by a seller of first-aid kits, a cosmetic agent and an insurance collector.

On consciousness of rank, the study says that this was less significant among the society of the wives on the patch than it would have been in the work situation of the men.

Among those interviewed, the average number of household moves since marriage was about five. Different views were strongly held about mobility in naval life and those in favour were almost equal to those against.

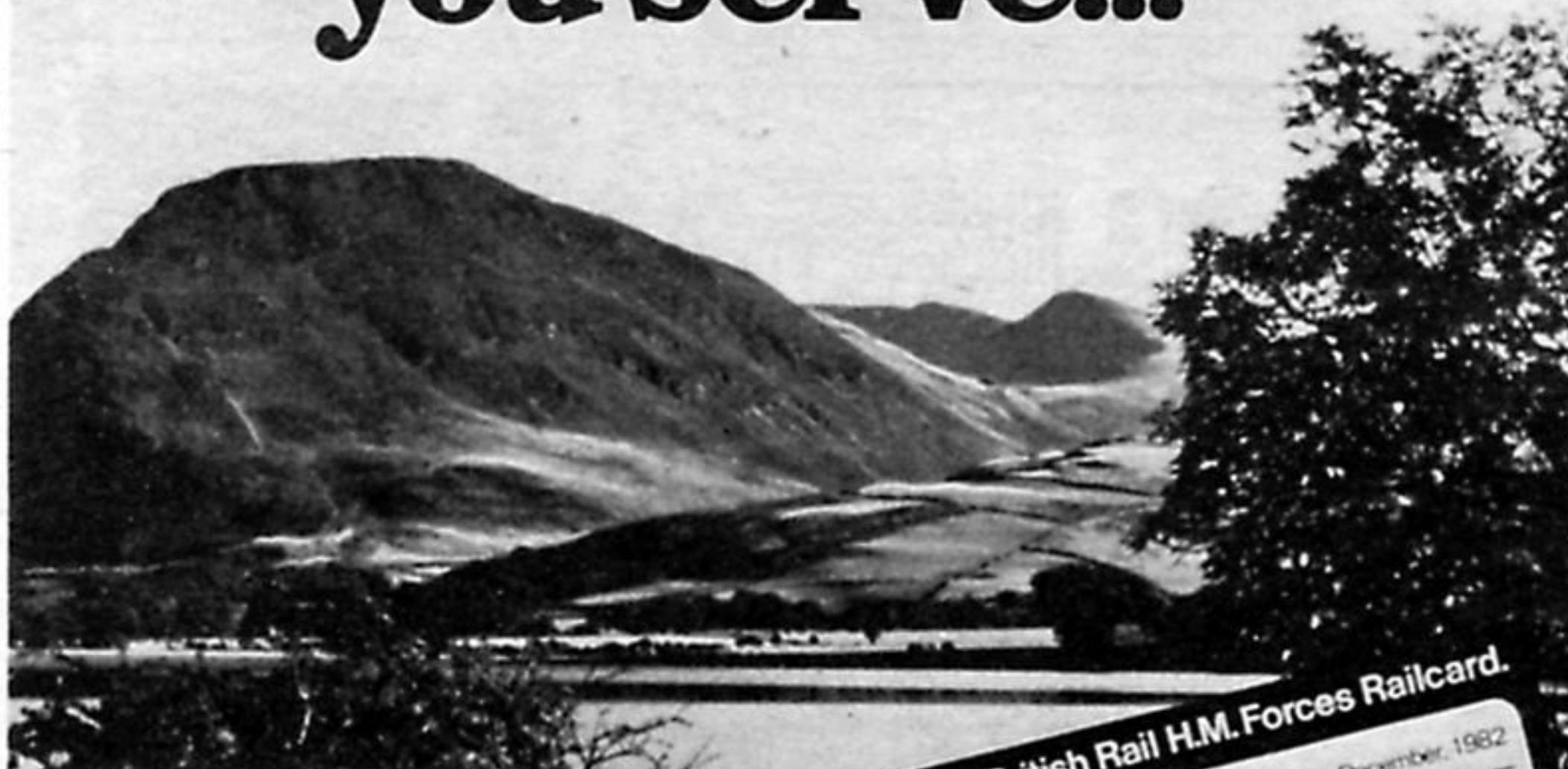
The survey says that the Navy's roof-to-roof policy is "still a long way off" — which is one reason for believing this research was carried out some time ago.

Matter of security

The Executive Committee of the Forces Wives Association worked their way through a long agenda when they met at the Union Jack Club in London.

Later they reported that among the many matters considered were "security of tenure" for Service children in quarters; the desirability of unfurnished quarters for those who want them; and the possibility of having a more flexible system for warrants. Some of the F.W.A. committee and members are to attend SSAFA courses.

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This is the age of the train

on the 'patch'

Describing the layout of the estate, the study says there was certainly ample opportunity for casual contact and many found this comforting. But many also found it a little too intrusive and felt vulnerable to the proximity of their neighbours. The problems of getting prams and pushchair up the stairs is mentioned. "Not to mention children's bikes and cars, and then to find space for them having got them to the front door."

Although furniture and furnishings were supplied, there was almost a sense of "territorial building" in the way that most families set out a quantity of ornaments and bric-a-brac treasures brought back from overseas postings, or sent home by husband and fathers from foreign ports. "Many of the dwellings were a riot of colour despite the sombre surroundings they started with."

Wives Club

The only formal social institution for the wives was the Naval Wives' Club which met weekly at the Marine Barracks, says the study. Of the 20-30 average attendance, only three or four were officers' wives, but the offices of president and vice-president were traditionally filled by officers' wives.

Of the wives in the research "sample," eight per cent had been to the wives' club every week for the previous eight weeks, 86 per cent had not been at all during that period and most of them said they were not interested enough to join.

The Wives' Club was frequently criticised for being "cliquey" and "gossipy".

The study says many wives criticised "the fact that there was no information service of any kind for newcomers, and they seemed unaware of the possibility of welfare visits on arrival. This seems to be the result of the rather negative image of the Welfare as an emergency force which is called in and 'takes over' when things have gone seriously wrong rather than as a means of assisting the smooth assimilation of new members of the community before serious problems arise."

'Block' parties

One comment concerned the significance of the block, with one wife saying, "If someone leaves or arrives they tend to have a block party. The block tends to keep itself to itself. You talk to everyone in the block, but have just one of two particular friends."

The study's summary says the Navy formed "a distinct sub-culture" recognised by the surrounding town and felt strongly by the families themselves who said that their own families and civilian friends frequently did not understand Service life.

Almost half the men might be working away from home at any one time and the average length of stay on the estate was 18 months.

The ability to talk about almost anything in

confidence and the giving of practical help were outstandingly the two most important qualities looked for in a friend. Mutual aid was an essential fact of life on the estate, especially where the care of children was concerned and the instrumental and emotional aspect of friendship tended to be interdependent.

More than half the "sample" had their close families living between 100 and 300 miles away.

The way of life of the naval wives produced a need for emotional support, acceptance and someone in whom to confide. Some found this easier with a friend, others with a relative.

"There is far more friendship activity on the estate than is general in a working class group; those wives without local kinsfolk and absent husbands had more time and a greater need for social contact than their civilian sisters."

'No provision'

In its conclusions the report says, "The patch is very much a woman's world apart from the constant discussion of the imminent arrival or departure of husbands; the daily rhythm revolves around the domestic activities of caring for young children and the comings and goings of those children at school."

"Yet there is little or no provision to make it easier for wives and children to get away from the 'block' and participate in some larger social

gatherings. 'Just something to put lipstick on for', as one respondent put it. This problem is particularly acute for those wives whose husbands are not at home to accompany them out in the evenings."

Another conclusion is, "In the absence of the stability and time for local leaders to emerge, the participation of capable people could be encouraged by setting up the facilities and framework to establish communications and set off ideas by the use of a social focal point for each estate."

● Advance copies of the report can be purchased from P. J. Nicholson, Aigas, Beauly, Inverness, at £1.50 each, including postage.

Family Service says . . .

First reactions of the Naval Personnel and Family Service to the newly-published survey were that, while agreeing with many of its findings, much family work on the Eastney and other estates has already resulted from the Navy's own full research.

There have been a number of naval-sponsored surveys, and from 1974-77 a University-controlled survey, involving 630 ratings and 290 wives, was made on the effects of mobility on naval families.

The "Goodbye Sailor" survey bore out many of the earlier conclusions, although the sample used was smaller and did not have the benefit of husbands' views.

ADVICE CENTRE
Specifically, the point is made that there has been a Naval Families Advice Centre at Eastney for over seven years. It is manned daily by N.P.F.S. staff, and SAFAB regularly visit and provide information.

The naval social worker and his team were now well known to families on the estate and could give help when needed at an early stage.

The centre — a converted quarter — formed a venue for the residents' association, voluntary helpers, and health visitors.

N.P.F.S. said that any picture of no wives' support facilities was now badly off line. Although the community centre was not yet established, a lively residents' group was working with N.P.F.S. staff to establish one.

There had, therefore, been successful developments to fill the void noted at the time of the report.

Son of a gun!

Royal salutes may be lucky for AB Frank Wilson of H.M.S. Dolphin, who fired the first salvo of the Queen's 21-gun salute when she visited Portsmouth for the commissioning of H.M.S. Invincible.

Two months before, while Frank was firing his Hotchkiss 3 pdr. to welcome Prince Charles to H.M.S. Excellent, his wife Debra was giving birth to their first son, Anthony, 200 miles away in Yarmouth.

For young explorers

A series of four children's documentary programmes — "Young Explorers" — will be shown on B.B.C. 1 from August 14 to September 4.

Viewers will have the chance to meet many children of men serving in Germany, Gibraltar, Cyprus and Hong Kong.

Navy News

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Oh boy, what a surprise

There's no knowing what surprises children can spring as STD Joe Haston and his wife Margaret (above), discovered when they posed for this photograph with their baby daughter Kelly and son Joseph, during families day on board H.M.S. Sirius.

A similar surprise was in store for WEM(O) Stephen Price of H.M.S. Speedy (right) with his wife Helen Janet and three-month-old son Richard Stephen. Richard loudly voiced his protest when his Dad took him on his knee for a family photograph after the commissioning of the craft in June.



'DROGGIES' GO DUTCH

The picturesque, sleepy little fishing village of Enkhuizen in Northern Holland was nudged from its slumber by the arrival of H.M. ships Egeria and Enterprise of the Inshore Survey Squadron. They were paying a port visit without the third member of the squadron, H.M.S. Echo, which was unable to make the trip.

After an uncomfortable North Sea crossing the ships paused for a rest and run ashore in Amsterdam before a pleasant cruise through the canals and locks to the east and across the inland sea to the medieval port of Enkhuizen.

Barges

The Inshore Survey Squadron run-ashore team was a little apprehensive at first about the merits of this quiet little backwater with its cobbled streets, canals, 17th century gabled houses and yacht-and barge-filled harbour.

But after two days of sampling the produce of the local shops, hosteries and seafood restaurants, Enkhuizen was unanimously awarded the "clog of honour".

HANDS TO SUNBATHE!

It's hands to sunbathe as H.M.S. Enterprise steams through the IJsselmeer towards Enkhuizen.

Enterprise-ing sailors chat up a local doll in Enkhuizen — from the left, AB Paul Perry, MEM Philip Pinder and AB Douglas Gill.



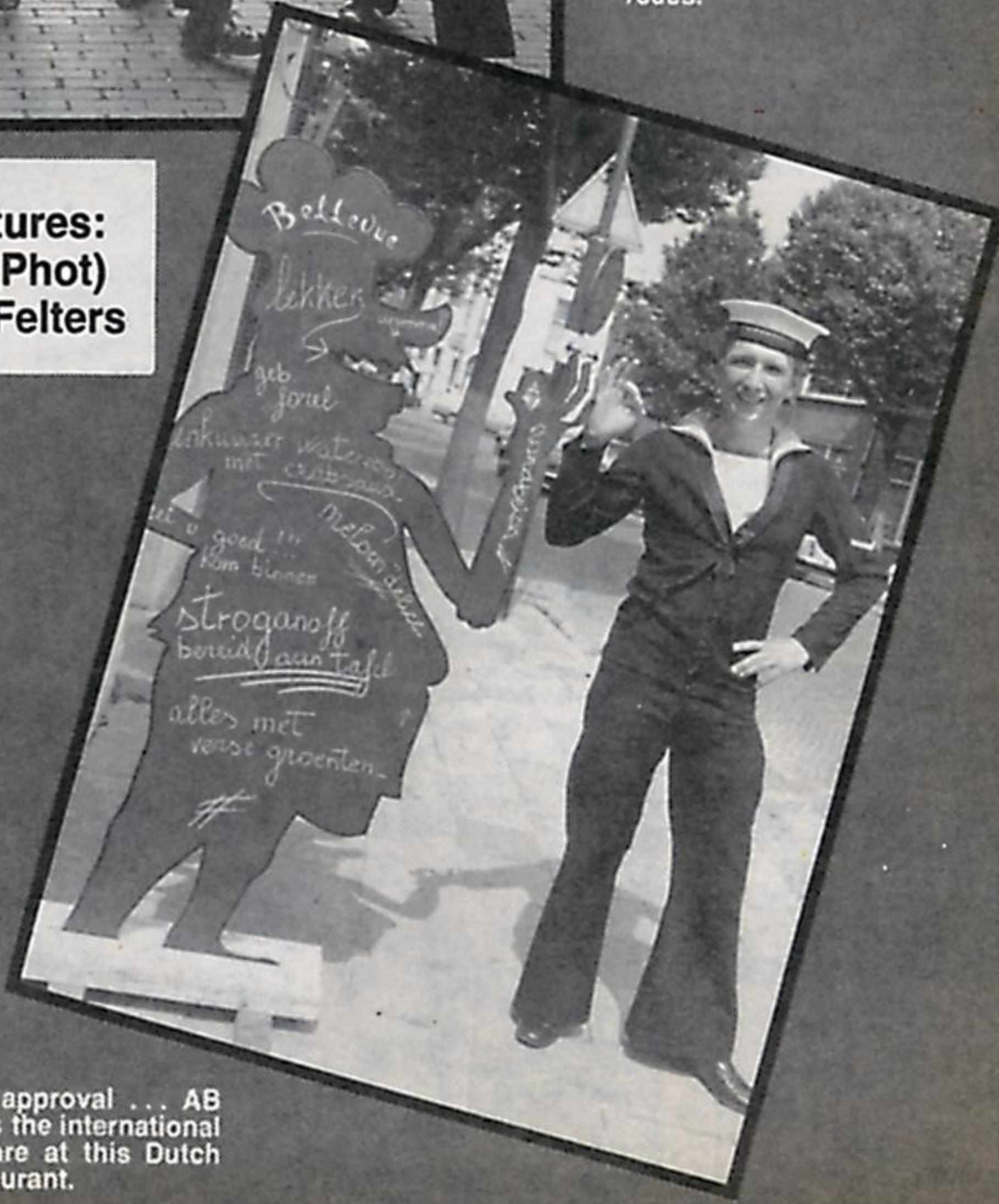
Strolling on the cobbles

Left: A stroll through one of Enkhuizen's cobbled shopping streets. The town is a maze of cobbled streets and canals, lined with gabled houses — some dating back to the early 1600s.

Pictures:
PO(Phot)
Bill Felters



Right: Sign of approval ... AB Paul Perry gives the international "O.K." to the fare at this Dutch restaurant.





JENNY: TOAST OF THE NAVY

When this year's Queen's Birthday Honours were announced, a living legend received recognition.

The name of Mrs Ng Muk-kah as a recipient of the British Empire Medal meant little to most, but the nickname "Jenny Sideparty" is known to thousands of officers and ratings throughout the Royal and Commonwealth navies.

Jenny, pictured at work, was born on a sampan in Hong Kong's Causeway Bay 62 years ago and took over her mother's ship-painting business at the age of 13. She is now in charge of a 30-strong "sideparty".

'Long time no see'

Without a large Far East Fleet the hectic days of yesteryear are gone, but there is never a ship that ties up at H.M.S. Tamar without Jenny being the first aboard with a presentation bunch of flowers, the day's newspapers, and her traditional greeting of "Long time no see."

At a champagne celebration given by the officers of Tamar to mark her award, Jenny declined to confirm the rumour that she could paint a ship before the gangway was secured, and quietly left to begin work on an Australia frigate.

The 26-strong Royal Naval Party on the far-flung Indian Ocean island of Diego Garcia have not, as one might think, had to contend with the problem of a pub with no beer. But they were until lately facing the prospect of beer with no pub...

They discovered that their wooden Ship Inn was suffering from a terminal case of termites. Undaunted, they took a leaf out of the tale of the three little pigs and built their house mainly of stone.

Seabees

With almost 1,000 U.S. Navy "Seabees" on the island there was no lack of construction expertise and advice, and with more than 30 construction sites there — ranging from runways to accommodation blocks — materials were swiftly found.

Completion deadline (three months after initial plans were drawn up on the back of a cigarette packet) was beaten by a few hours. Soon after the last trowel, hammer and pipe wrench was stowed, the tape of the New Ship Inn was cut by Capt. Steve Block of the U.S. Naval Support Facility, and Capt. Herb Lewis of the resident Seabee battalion, NMCB 133.



Raising the roof at the New Ship Inn on Diego Garcia. Termites took their toll of the Royal Naval Party's old Ship Inn, built of wood. So, with the help of a U.S. Navy Construction Battalion, a stone-walled building arose in three months. It is pictured here in an advanced stage of completion.



H.M.S. Dee — she had an overwhelming reception when she represented the Royal Navy at the celebrations to mark Liege's 1,000th birthday.

Dee-light of Liege

H.M.S. Dee has experienced one of her proudest moments — and it came more than 100 miles inland. The 142-ton tender of the Royal Naval Unit at Liverpool University was chosen to lead a three-nation naval flotilla through Liege to celebrate the Belgian city's millennium.

200 craft

The Dee, which this year celebrates her 25th birthday, was chosen to represent the Royal Navy because her size makes it possible for her to negotiate the Albert Canal from Antwerp without difficulty.

Highlight of the visit came on June 14 as more than 200 craft — barges, tugs and larger vessels — steamed along the River Meuse past the Prince of Liege, who took the salute. The Dee led craft from the Belgian and French navies, the Sea Cadets and the river police.

BIRTHDAY REUNION

H.M.S. Dee is planning a reunion to celebrate her 25th year since her launch as H.M.S. Beckford. All naval personnel, serving and retired, active and reserve, who have served in the ship are invited to the reunion dinner dance to be held in Liverpool on October 25. For details contact Lieut.-Cdr. D. Ross R.N., H.M.S. Dee, BFPO Ships, London.

Before the celebration the Royal Navy contingent joined with the ship's companies of the Belgian Navy patrol craft Schelde and Semois and the French Ship Dahlia in a wreath-laying service at the grave of one of the founder members of the Belgian Force Navale — formed during the Second World War under R.N. Tutelage.

In the evening the Dee was represented at the Liege celebrations of the Queen's Birthday.

Citizenship

The following day the craft visited the University of Liege and her ship's company attended a reception given for the visiting vessels by the "Free Republic of Outre-Meuse. The four commanding officers were granted citizenship and plaques were exchanged.

Next morning the Dee led the flotilla back to Antwerp via the Albert Canal, lined by many spectators who had turned out to wish the ships bon voyage.



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a bid
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Green light for Park project

The £105,000 project to increase facilities at the Navy's Southwick Park Naval Recreation Centre, temporarily overshadowed after a Tot Fund decision in June, now has the 'all clear.'

No money for lake de-silting

Among items not successful was a £20,000 bid from Portsmouth R.N. and R.M. Coarse Angling Association for the de-silting of Southwick Park Lake.

This was not at present a health hazard, it was stated, and the lake was looking quite nice. However, the matter could be reconsidered in a year or two if public funding did not carry out the work.

Last month the Grants Committee of the Fleet Amenities Fund agreed to find from their reserve for major projects the £30,000 still needed to allow the "go ahead," subject to Trustees' approval.

It was a decision recognized as likely to be unpopular in some quarters, but which received a unanimous vote.

As reported last month, the project to provide more facilities at Southwick Park — including squash court, skittle alley, clubhouse extension and additional changing rooms — is to be financed in the main from the first £75,000 Nuffield Trust Super Grant.

TO ALLOW DEVELOPMENT

But the Sailors' Fund, having already granted large sums to Southwick Park, took the view that the time had come to draw the line and declined to grant the other £30,000 needed for the new project.

A week later the FAF Grants Committee was asked to provide the cash, so giving Southwick Park, this wider range of facilities. It would allow the centre to develop from its present image of a senior rates' golf club, members were told. They were asked to take a "far sighted and imaginative view" and to back what the Tot Fund had done in the past.



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Details correct at time of going to press

The message that maximum self-help and a realistic bid will enhance an application's chance of success was firmly spelt out at meetings of the Grants Committees of both the Sailors' Fund and the Fleet Amenities Fund.

A record number of bids came before the committees, with applications worth about £500,000 "chasing" £130,000 for allocation, although many of the bids were in parallel.

The funds could not be a benevolent Father Christmas in these inflationary times, came the

message. And on this occasion the Tot Fund was not able to plough back any income into capital, although this policy remains.

With its desire to help worthwhile long-term projects in mind, the Tot Fund spent some time drawing up guidelines to help prospective bidders and the committee itself.

These cover aspects such as re-investment, policy on public funding of projects, and the need for self-help. With final agreement, these are now being published.



Royals on the hunt!

Tigers beware . . . the Royal Marines are after your skin!

Most tiger skins used by R.M. bands are now 30 years old. And the one at B.R.N.C. Dartmouth is so old and worn that it is no longer fit for use in public.

That's what members of the Sailors' Fund Grants Committee were told when they were asked to pay £650 of the £750 needed to buy a new skin and have it dressed and mounted for use by bass drummers in the Dartmouth band.

But it wasn't to be as far as both the Tot Fund and Fleet Amenities Fund were concerned. Sorry, no tiger skin cash from us, they said.

COLLINGWOOD FURNITURE PLEA FAILS

One of the Tot Fund bids which failed, but only after spirited discussion, was a £9,000 application for help towards non-Service furniture for the WOs' and CPOs' Mess in H.M.S. Collingwood.

Last December an extension to the lounge and bar of the mess was completed. Members much appreciate the standard of refurbishment, the committee was told, but the furniture — from Service sources and in use since 1973 — was "bulky, ill-matched and aesthetically unsuited to the new decor."

There was a large proportion of self-help for the project, and a commercial range of furniture would allow seating capacity to be increased by about 70 per cent.

EVERY MESS

Against the bid, it was said that if the senior rates were saying they did not wish to have new furniture from Service sources, they were inviting every senior rates' mess to say that this furniture was not quite good enough.

For the bid, it was argued that as senior rates did not want facilities like discos, they would like their share of the Tot Fund used in this way.

But the bid failed, and it was also turned down by the FAF.

SPECIAL CASE

An £1,800 bid from H.M.S. Royal Arthur for crockery and cutlery for senior rates' functions was regarded as a special case because of the establishment's

location and leadership courses. It was approved by the Sailors' Fund, if suitable items cannot be obtained from Service sources on permanent loan.

Whaley Club's £13,000

For H.M.S. Excellent's Whaley Club, severely damaged in a fire, there was £12,000 from the Tot Fund towards refurbishment and equipment (subject to Trustees' approval), and £1,000 from the FAF.

H.M.S. Nelson's Victory Club received a Tot Fund grant of £6,000 towards improvements, and the FAF added £2,000.

Once again the question of improvements to the junior rates' Flying Fish Club in H.M.S. Osprey was considered. The Tot Fund was unanimous that £50,000 could not be spent on a project entitled to public funding. But committee members decided they would be willing to consider a modest scheme for redecoration if submitted.

SUCCESSFUL BIDS

At its latest meeting the Sailors' Fund Grants Committee approved a half-yearly grant to H.M. ships of £37,500. The half-yearly grant to R.M. Commando units was £5,250.

The following grants were also approved (details of complementary grants made at the subsequent meeting of the Grants Committee of the Fleet Amenities and Fleet Recreational Funds are also given).

Royal Sailors' Home Club, Portsmouth — £15,000 towards Stage 2 of modernisation of accommodation, subject to approval of Trustees (FAF granted £5,000).

H.M.S. Excellent — £12,000 towards refurbishment and equipment of Whaley Club, subject to Trustees' approval (FAF granted £1,000).

R.N.A.S. Yeovilton — £11,000 towards cover for swimming pool, subject to Trustees' approval (FAF granted £4,000).

H.M.S. Osprey — £5,000 grant and £4,000 loan towards extension for Westcliff Community Centre.

H.M.S. Nelson — £6,000 towards improvements to Victory Club (FAF granted £2,000).

H.M.S. Nelson — £3,500 towards sound and light system for WOs' and CPOs' Mess.

Rosyth Fleet Base — £3,450 towards communal TV aerial system for ships (FAF granted £1,725).

H.M.S. Dolphin (including R.N.H. Haslar) — £3,000 towards console and lighting system in Atlantis Club (FAF granted £3,500).

H.M.S. Cochrane — £2,527 towards washing machines (FAF granted £500).

R.N.H. Haslar — £2,500 towards ten colour TV sets.

H.M.S. Oracle/Orpheus (Submarine refitting group) — £2,500 towards boat for sailing and angling club (FAF granted £500).

H.M.S. Cochrane — £2,000 towards extension games area for Forth Families Youth Club (FAF granted £2,000).

H.M.S. Royal Arthur — £1,800 for crockery and cutlery for senior rates' functions (as a special case).

H.M.S. Osprey — £1,500 towards replacement of fishing boat (FAF granted £900).

R.N. Ski Club — Up to £1,300 towards winter sports teams 1980-81, based on requirement at £100 per rating (FAF granted £5,000 for the teams).

John Cornwell V.C. National Memorial Cottage Homes — £1,000 towards repairs (FAF also granted £1,000).

H.M.S. Sultan — £1,000 towards engine and safety equipment for yacht Kalisana (FAF also granted £1,000).

CTCRM — £825 towards four sailing dinghies (FAF also granted £825).

H.M.S. Drake — £750 towards paint spraying booth for car club (FAF granted £250).

H.M.S. Collingwood — £750 towards replacement equipment for two yachts (FAF also granted £750).

R.N. Hospital Gibraltar — £750 towards disco for Junior Rates Club (FAF granted £250).

H.M.S. Drake — £750 towards tools and equipment for Motor Cycle Club (FAF granted £100).

R.N.A.S. Culdrose — £650 towards disco equipment for POs' Mess.

H.M.S. Excellent — £600 towards rifles for Small-bore Rifle Club (FAF granted £500).

H.M.S. Vernon — £500 towards replacement engine for RNSA yacht Sea Wraith (FAF also granted £500).

H.M.S. Cochrane — £500 towards lease of sailing centre facilities at Port Edgar (FAF granted £1,000).

R.N. Sailing Association (NAC Branch) — £400 towards replacement engine for yacht Swordfish of Lee (FAF granted £397).

H.M.S. Victory — £350 towards washing machine.

Regular Forces Employment Association — Additional £329 towards annual expenditure (FAF granted additional £760).

Plymouth and Scotland Areas Rifle Association — £318 towards shooting jackets and telescopes (FAF also granted £318).

Naval Party 8901, Falkland Islands — £300 for monitor for video cassette equipment.

H.M.S. Daedalus — £270 towards match pistol and rifle (FAF granted £230).

R.N. College, Greenwich — £250 for music centre.

H.M. Ships building on the Tyne — £150 for hockey strip and squash rackets. Other bids which achieved success at the FAF meeting included:

41 Cdo RM — £1,200 for washing machines / tumble dryers.

R.A.F. Chaplains' School, Airport House — £575 as R.N. share towards resurfacing tennis court and repair of fencing.

H.M.S. Osprey — £500 towards re-decoration / repairs at R.N. Officers' Club.

H.M.S. Orpheus — £330 for recreational facilities during contract refit.

H.M.S. Dee — £50 towards music centre.

UNSUCCESSFUL BIDS

• Bids which were unsuccessful at both the Sailors' Fund and FAF included:

Improvements to Flying Fish Club, H.M.S. Osprey; de-silting of Southwick Park lake; refurbishing and redecorating Pembroke House, Gillingham; replacement glider and additional glider, R.N.A.S. Culdrose; furniture for WOs' and CPOs' Mess, H.M.S. Collingwood; projects for Royal Sailors' Rests; crockery and cutlery

for senior rates' official functions, Plymouth Command, (withdrawn, may be submitted later); cassette player and music centre, H.M.S. Bristol; Sherpa mini-bus, H.M. Rooker; bar improvements, R.M. Deal; Electronic equipment, band of CINCAVHOME; sauna, also contribution towards Naafi stores freight charges, NP 8901; tiger skin for R.M. Band at BRNC; sauna, H.M.S. Drake; colour TV for R.M. Instoff.

Well received request!

Many complaints have been received about poor TV reception for ships berthed at Rosyth after busy spells at sea and with ships' companies hoping to relax with a spot of "telly."

The Tot Fund granted £3,450

towards a communal TV aerial system to give better reception, and the FAF added £1,725.

• • •

R.N. air station Yeovilton will now be able to cover its heated

swimming pool, allowing greater use for recreational purposes.

This is thanks to a £11,000 Tot Fund grant (subject to Trustees' approval), supported by a £4,000 grant from the Fleet Amenities Fund.

Portsmouth: Aug 23-25

NAVY DAYS

Plymouth: Aug 30-31

A chance to see the new breed of warships

Britain's new breed of warships and aircraft will go on show to the public for the first time in Portsmouth and Plymouth Navy Days.

The big draw at **PORTSMOUTH** will be the new carrier H.M.S. Invincible, commissioned on July 11 in the presence of the Queen and the Duke of Edinburgh, and the largest warship to be built for the Navy for 25 years.

At **PLYMOUTH** the stars will be the all-missile, high technology frigate H.M.S. Broadsword, and two nuclear powered Fleet submarines — H.M.S. Churchill and a new boat, H.M.S. Spartan. At both bases there will be flying displays by the aerial pride of the Service, the Sea Harrier jump-jet.

Backing up the stars will be a small fleet of destroyers, frigates, submarines and smaller vessels; helicopter displays, static exhibitions and arena shows.

BANK HOLIDAY

As Portsmouth's Navy Days are being held during the Bank Holiday week-end — August 23-25 inclusive — and

Plymouth's on August 30 and 31, some ships will appear in both shows.

Portsmouth's list of vessels open to the public is expected to include the assault ship H.M.S. Intrepid, the County-class guided missile destroyers H.M. ships London and Norfolk, and the Type 42 destroyers H.M. ships Birmingham and Cardiff, the latter making her Navy Days debut.

They will be joined by two Leander-class frigates — H.M. ships Diomede and Achilles; the patrol submarines H.M. ships Sealion and Osiris, the survey ship H.M.S. Herald; and the Fleet replenishment tanker R.F.A. Gold Rover.

As a demonstration of refit work, the carrier H.M.S. Hermes will be on show as she lies in dry dock.

Adding foreign spice to the Portsmouth menu will be the French frigate F.S. Duguay-Trouin and the American cadet training ship U.S.M.S. Bay State.



Beside the Broadsword, frigates in Plymouth Navy days are expected to be the Leander-class H.M. ships Apollo, Argonaut, Aurora, Bacchante, Dido, Diomede, Euryalus, H.M. ships Active, Ardent and Arrow will make up the Type 21 frigate strength, while H.M. ships Berwick and Brighton will represent the older Rothesay class.

H.M.S. Sealion will be at Plymouth as well as Portsmouth, and river trips will be run by the Ham-class minesweeper H.M.S. Flintham, the Ley-class minehunter H.M.S. Aveley, and the Bird-class patrol craft H.M.S. Sandpiper.

Daily displays will be given by a Sea Harrier and twice-daily shows will be staged by Sea King, Wasp and Lynx helicopters.

SEA-FIGHT

On each of the two days a 50-minute mock sea fight will be staged involving the Flintham, the Aveley, the fast patrol boat H.M.S. Sabre, and helicopters.

Foreign visitor at Plymouth will be the French minesweeper F.S. Capricorne.

Royal Marines bands will provide musical entertainment at both bases — and at Plymouth there will be an arena display, during which a draw will be made for the Ark Royal chess set.



Above — A participant in Plymouth Navy Days sure to draw the crowds — the new nuclear-powered submarine H.M.S. Spartan. She will be accompanied by H.M.S. Churchill.

Left — H.M.S. Achilles, one of the three Leander-class frigates at Portsmouth.



Above — One of the star attractions at Plymouth — the all-missile destroyer H.M.S. Broadsword.

Below — Among Portsmouth's "big 'uns" will be the assault ship H.M.S. Intrepid.



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GET WISE ON DCI's

The aim of this regular feature is to give a general impression of the new Defence Council Instructions affecting conditions of service, but in the event of action being taken the full original text should be studied.

'Gun MOT' for private firearms

Sailors who want to take private firearms into a ship or establishment need to have a sort of "MOT" which says their guns are serviceable.

They must hold a certificate issued within the previous three years by a registered gunsmith stating that the firearms are in a serviceable condition and detailing the correct type of ammunition to be used.

Personnel at present holding private firearms in ships and establishments should ensure they get the appropriate certificate by next January 1.

It was as a result of an accident involving use of Service ammunition with private firearms that the certification needed before these arms may be introduced into ships and establishments, as required by regulations, is being modified.

DCI (RN) 331

Medical medal

POMA I. Brown has been awarded the Sick Berth Petty Officers' Efficiency Medal for 1980.

DCI (RN) 392

Railcards

Administrative instructions have now been issued describing the arrangements for the distribution of the new H.M. Forces railcard which will enable Service personnel and their families to travel at half price on the railway.

The railcard scheme will run as an experiment until December 31, 1982 when British Rail will assess the commercial success of the arrangement before committing themselves further.

DCI (RN) J 369



"Get me the police!"

Prosecution risk

A sailor who takes a drop too much and gives his car a test run around the parade ground will in future run the risk of prosecution just as though he had been driving on a public road.

Road traffic offences on government property (private vehicles or government vehicles) are to be charged under Section 14A of the Naval Discipline Act (Disobedience to Standing Orders) or under Section 39 (Conduct to the Prejudice of Good Order and Military Discipline).

Any form of bad driving which would be an offence on a public road will be equally so in a government establishment (cyclists included).

DCI (RN) 355

Change in rules for officers under training

The Admiralty Board has reviewed the arrangements by which officers under training may apply to leave the Service at their own request.

The main aim of the changes is to ensure that worthwhile opportunities are provided during initial training for young officers properly to assess their future career.

For General List officers, the main change is to alter the emphasis from a system based on time from entry towards a system related to completion of training.

For some streams of entry (explains the announcement) the changes reduce existing periods. Arrangements for the recovery of uniform and degree training costs are unaffected by the changes, and remain in force.

DCI (RN) 377

Ship swap

From August 23, 1980 the Captain (F) Eighth Frigate Squadron and the ship's company of H.M.S. Ajax will transfer to H.M.S. Ariadne. H.M.S. Ajax will then decommission for refit at Gibraltar.

DCI (RN) 403

Certificates

Aircraft maintenance qualification certificates have been the subject of reappraisal, resulting in new regulations being introduced from September 1, 1980. This will align with the date for changes in titles and badges announced as part of the Air Engineering sub-branch development.

Some technical certificates are being discontinued. The new titles to be introduced are—

- Certificate of competency to supervise aircraft maintenance work in a limited capacity.
- Certificate of competency to supervise aircraft maintenance work.
- Certificate of competency for survival equipment ratings to supervise maintenance work on survival equipment.
- Aircraft charge certificate.

DCI (RN) 374

Air form

Entrants into Royal Naval aircraft engineering trades, on completion of basic career training, are to have available to them R.A.F. Form 6859 — 1979 Edition, which is an aircraft engineering tradesman's record of training and experience. The form is applicable to Service men qualified in any aircraft maintenance trade.

The official announcement emphasises the importance of the booklet, pointing out that it provides in a single handy document a record of an individual's Service trade training and experience in a form readily intelligible to a civilian employer, particularly within the civil aviation engineering sector.

Whether or not employment is sought in civil aircraft engineering, the form should prove of value in civilian employment negotiations prior to or after a Service man's discharge.

DCI (RN) 387

Extended

The Royal Navy's Upper Yardman scheme for officer candidates is being extended to include candidates for the aircrew specialisation.

Hitherto this specialisation has been open only to rating candidates who possessed the minimum educational qualifications at the outset, but opportunity is now to be given to candidates to gain outstanding qualifications at later stages.

To ensure that the Ministry of Defence receives a reasonable return on the cost of training, any candidate who achieves a satisfactory standard at the Admiralty Interview Board, but who subsequently fails to qualify for aircrew selection at a later stage, will automatically be considered for appointment to a seaman commission on the Supplementary List.

DCI (RN) 393

NAMET

Equating civilian CSE qualifications with the Royal Navy's educational NAMET standards gave rise to doubts, resulting in a survey conducted at the new entry training establishment, H.M.S. Raleigh.

Following the survey, new rules are announced for the award of NAMET qualifications relating to GCE or CSE grades.

DCI (RN) 408

Salvage

Salvage awards have been made to H.M.S. Kingfisher (for services to the motor vessel Ilio on April 10, 1979) and to H.M.S. Kirkliston (for services to the motor vessel Tronto on June 29, 1979).

DCI (RN) 380 and 381

ZIMBABWE COURAGE

As reported in the July edition, Capt. Nicholas Beyts, R.M., has been awarded the Queen's Commendation for Brave Conduct. It is for his "courage, leadership, and

dedication to duty" while with the monitoring forces at the Rhodesian elections.

Capt. Beyts had to cope with both factions of the Patriotic Front, and on one occasion was held hostage for three hours.

"His composure," says the citation, "was a fine example to the three men held with him, and his audacity in the face of such large odds evidently impressed the Patriotic Front because gradually the hostility waned and Capt. Beyts and his men were released."

DCI (RN) 376

New Cottage Style developments in Devon and Cornwall



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Seen...

In order to improve recruitment, the Royal Navy's eyesight standards have been slightly lowered.

Spectacles may now be worn from the day of entry to improve visual efficiency whenever practicable, but not to achieve the minimum standard.

DCI (RN) 395

... and heard

New standards of hearing for entry, retention and re-entry into the Service are expected to give more scope for applicants in both these categories.

DCI (RN) 356



"They'll lower the breathing standards next and we'll have our quota of recruits all ready for them...!"

R.N.R. men among 1,000 in sweeping event . . .



BATTLEAXE GIVEN A WARM-UP

After seven months in the sun with visits to Fort Lauderdale, Charleston and Nassau, H.M.S. Battleaxe returned to Plymouth on July 18. The main object of the deployment was to prove the operation of Type 22 frigates in a tropical environment.

An extensive range of machinery and equipment trials were carried out including a 24-hour close-

down of the ship, during which the performance of machinery and the effect of habitability were monitored.

While away from home, the Battleaxe—accompanied for most of the time by R.F.A. Olina—travelled more than 11,000 miles. Embarked was a Lynx helicopter of 702 Squadron from the R.N. air station, Yeovilton. In addition to its primary trials the helicopter was used to collect and deliver stores, personnel and mail.

SUNBATHING

For the ship's company the sojourn in 90-plus temperatures provided welcome opportunities for sunbathing, snorkelling,



ADMIRABLY SUITED . . .

Rear-Admiral Anthony Tippet chose an apt rig on the day for his meeting with the Flag Officer Sea Training at Portland, Rear-Admiral Anthony Whetstone, during a submarine salvage exercise in Weymouth Bay.

Rear-Admiral Tippet, Assistant Chief of Fleet Support, gave an added lift to the proceedings by climbing into a special diving suit to shake "hands" with FOST.

DIVING TEAM

In our picture of the occasion, the Swedish heavy lifting vessel Hebe III can be seen during the operation to raise H.M.S. Narwhal from the sea bed. The chartered ship was aided by a team of divers under the direction of Mr. Joe

Evans, Chief Salvage Officer at the Ministry of Defence.

Purpose of the successful exercise was to practice contingency plans in the event of a submarine accident.

Rear-Admiral Whetstone has been given a porcelain St Bernard dog and a tie to mark his escape from a stricken Wessex 5 helicopter off the Dorset coast earlier this summer.

Admiral Whetstone, the pilot, Lieut. Michael Briggs, and members of the crew received the replicas and company ties from St Bernard Plastics, Ltd., which made the stowage container for the life-raft in which the admiral and helicopter crew made their escape.

Reunion for WM men

A reunion of Weapon Mechanicians is being planned for October or November.

The last class of Weapon Mechanicians—and the last pure ordnance ratings—passed out of H.M.S. Caledonia in the summer of 1969. Any serving or ex-serving officer or rating who passed out of the establishment as a Weapon Mech. or OE Mech(O) and who wishes to take part in the reunion is invited to contact Sub-Lieut. Pete Andrews of H.M.S. Collingwood, Fareham, Hants., or Sub-Lieut. Vince O'Neill of H.M.S. Dolphin, Gosport.

SPECIAL TIE

Suggestions as to the form the reunion should take will be welcome. It is hoped that the venue will be one of the Portsmouth establishments in which a Weapon Mech. completed his course.

Meanwhile a special tie is being planned for ex-Weapon Mechanicians who passed through Caledonia. Anyone interested in buying such a tie should write to CMEMN(L) R. Broniman, H.M.S. Tartar, BFPO Ships, London.

Exercise in togetherness

Ships of the Royal Navy's Mine Countermeasures Flotilla from Rosyth, Portsmouth and R.N.R. Divisions throughout the country are pictured in formation in the Moray Firth.

They were taking part in a major exercise involving about 1,000 men, training in minesweeping and minehunting in the area, searching for practice mines laid by H.M.S. Abdiel and the Navy's BH7 hovercraft, supported by Wessex 5 helicopters from 772 Squadron, Portland.

The ship's companies also had time for relaxation with an inter-ship sports programme during the week-end June 28-29 at Invergordon, where the Navy has an oil fuel depot.

POSTER MEMENTO

Pictured by CPO(Phot) Michael Gilbert are, H.M. ships Gavinton, Bossington, Hodgeson, Brereton, Venturer, and Hubberston.

Before the Second Mine Countermeasures Squadron deployed to the Mediterranean, BFPO Ships Mill Hill was presented with a memento—a poster displaying photographs and cap tallies of the squadron members, H.M. ships Abdiel, Bossington, Bronington, Hubberston, Norton and Wilton.

The poster, presented on behalf of MCM2, was prepared by Mid. John J. Lindsay U.S.N.R., on exchange in the Bronington.

Led by the Wilton, the squadron has been conducting exercises and visiting Lisbon, Palma and Oporto.

swimming and other outdoor pursuits, including visits to Disneyworld and the Miami Seaquarium.

Since her return to home-

waters H.M.S. Battleaxe has renewed her ties with her affiliated Army unit. A detachment of "Battleaxe Company," 32 Weapon Regiment, joined the ship for a day at sea.

Diving trio set new record

Three Royal Navy divers emerged after 24½ days in a compression chamber at the Deep Trials Unit, Alverstoke, to chalk up a Service record.

During their marathon at the Institute of Naval Medicine, the trio spent 10 days at a simulated 300 metres (984ft.) and under a pressure of 455 lbs. per square inch—the longest period spent at that depth by R.N. divers.

Members of the team were POMA "Pincher" Martin, LS(D) Eric Hammans and LS(D) "Derby" Allen. They were exposed to many trials, including the evaluation of hot-water suits in emergency conditions, the performance of respiratory gas heaters, re-warming techniques on cold dives, and the testing of a mini speech unscrambler when using helium and carbon dioxide. Also included in the studies was an investigation of anaesthesia at high pressure.

Greenhouse saved

H.M.S. Sultan's £1,500 worth of potted plants have been saved from the bulldozers. The establishment's greenhouse, being replaced by bricks in an expansion programme, has been painstakingly moved to a safe spot.

Eighteen engineers from the mechanicians qualifying course worked in their spare time to remove the glass, split the greenhouse into 10ft. sections and reassemble it on its new site.

Dolphin Wrens

A special reunion will be held in H.M.S. Dolphin on September 27 for Wrens who served at the submarine base during the Second World War.

So far 35 have responded to the invitation to lunch and tea, but more tickets, at £5 each, are still available. Anyone interested should contact Kathleen Habens at 29, Sydney Road, Gosport, telephone Gosport 82415.



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ROYAL VISITS TO CHATHAM DAEDALUS . . .



Prince returns to Bronington

• Above: Cdr. the Prince of Wales inspects members of the ship's company during the rededication of his former command, H.M.S. Bronington, at Chatham.

Cdr. the Prince of Wales, a former commanding officer of H.M.S. Bronington, was guest of honour at the rededication of the Ton-class minehunter at Chatham on June 27. The ship is now commanded by Lieut. Roy Clare, who was first lieutenant during Prince Charles's time in command.



TODAY'S CAREERS ADVISERS HAVE TO BE A LITTLE MORE SUBTLE.

They also have to be a good judge of character. They have to be able to pick out the young lads who are bright, keen and genuinely interested in the Service.

And they must know how to spot the promising recruit underneath his long hair and his jeans.

If you are a FCPO, CPO, WO or C/Sgt RM coming up for retirement, perhaps you would like to continue your naval service as a Careers Adviser.

You'd probably be based in one of over 60 Careers Information Offices. As well as interviewing young men, you could be involved in local publicity work and liaison with schools and youth organisations.

You'll enter at the same rank that you leave the Fleet, and after three years you could be eligible for promotion to Lieutenant.

It's a responsible job, for as well as selecting new recruits, you must also give them an accurate picture of the Service they will be joining.

If you think you're the person to start young men on their new careers, and start on one yourself, details are available in a current DCI.

Alternatively, get an information booklet from your local Resettlement Officer or direct from the Directorate of Naval Recruiting, Room 103 AB(N) OAB, Old Admiralty Building, Spring Gardens, London SW1A 2BE.

ROYAL NAVY AND ROYAL MARINES CAREERS SERVICE

A train from the trainees for Princess

Wren mechanicians training at H.M.S. Daedalus showed off their skill in royal fashion when they presented Princess Anne with a hand-made toy railway engine.

The gift, ideal for her son Peter, was handed over by PWren Flora Turner when the Princess visited the R.N. air station, mainly to see some of the 120 WRNS personnel there.

PWren Turner is one of the first five Wren mechanicians under training. They are already qualified air mechanics and have been selected for further training at Daedalus to become fully-skilled airframe and air engine technicians.

FIELD GUN SHIRT

Princess Anne, Chief Commandant of the WRNS, arrived by air and was greeted by Flag Officer Naval Air Command, Rear-Admiral Edward Anson. She was introduced to the Captain of H.M.S. Daedalus, Capt. Arthur Wheeler, senior WRNS officers, and heads of department at the air station.

She inspected a WRNS guard of honour commanded by Second Officer Linda Watson, and the Daedalus Volunteer Band conducted by Band CSgt Maurice Keat. She saw Wrens at work, including air mechanics, photographers, dental staff, meteorological observers and telephonists.

Watched by the Princess, the F.A.A. Field Gun Crew B team achieved one of their fastest runs, in 3 min. 9 sec. She was presented with a Field Gun sweat shirt by the Field Gun officer, Lieut. Jim Jolliffe.

Painting offer to Kipling survivor

When H.M.S. Birmingham called at New York earlier this year one visitor brought on board an oil painting he had made of the wartime destroyer H.M.S. Kipling.

The painter, Mr. Frighton, handed it to Sub-Lieut. Nicholas Loxton, and it is thought that a survivor from the Kipling might like to have it.

The 1,690-ton Kipling was sunk in an air attack in the Eastern Mediterranean in May 1942. H.M.S. Lively was sunk in the same action, and H.M.S. Jackal was damaged and taken in tow but later had to be sunk. Many survivors from the ships were picked up by H.M.S. Jervis.

If a Kipling survivor would like to write to the Editor he can have the painting (which is about 14in. by 10in. and unframed) — but it's first come, first served.

Steampast for Queen Mother in Britannia

Queen Elizabeth the Queen Mother, who celebrates her 80th birthday on August 4, left Portsmouth in H.M.Y. Britannia on July 7 for a two-day visit to the Cinque Ports, of which she is Lord Warden.

The Britannia was escorted by H.M. ships Gravinton and Glasserton, the latter manned by members of the London Division of the R.N.R. The mine countermeasures vessels conducted a ceremonial steampast in Spithead.

On leaving Dover on July 10 with the Queen Mother embarked, the Britannia sailed up the Thames to London.

... AND PORTSMOUTH

INVINCIBLE'S ROYAL FIRST

H.M.S. Invincible, the Royal Navy's newest carrier, which has broken or set so many records, has achieved another "first" — she has become the only ship whose commissioning has been attended by the Queen.

More than 1,800 people took part in the ceremony held in the ship's vast hangar on July 11. They included special guests, the ship's company and their families.

The Queen and Admiral of the Fleet Duke of Edinburgh were escorted aboard the Invincible at Portsmouth Naval Base by her commanding officer, Capt. Michael Livesay. They had been welcomed at the base by Flag Officer Portsmouth, Rear-Admiral Paul Bass.

After inspecting the Royal Guard, under the command of Lieut.-Cdr. Malcolm Fuller, the Queen was presented with a posy by nine-year-old Joanna Sullivan, daughter of one of the ship's company, CPO John Sullivan.

The inter-denominational service was conducted by Archdeacon R. H. Roberts, Chaplain of the Fleet; the Rev. J. C. Creber, Principal Chaplain of the Church of Scotland and Free Churches; and Monsignor V. F. J. Morgan, Principal Roman Catholic Chaplain.

Harriers

During the tour of the ship the Royal couple, accompanied by the Commander-in-Chief Fleet, Admiral Sir James Eberle, saw the main galley, a junior rates mess, the operations room and the flight deck — complete with two Sea Harriers and a Sea King anti-submarine helicopter.

Champagne was served to the guests and ship's company before the Queen watched the cutting of the commissioning cake by the commanding officer's wife, Mrs. Sally Livesay, and the Invincible's youngest sailor, 16-year-old JMEM Michael Davis.

Families

The Queen and the Duke then met sailors from all departments of the ship, their families and guests during a walkabout in the hangar.

She chatted to 85-year-old Mr. William Gasson, sole survivor of the six who escaped death when the carrier's predecessor, a battle cruiser, blew up at Jutland. Although badly burned he completed 23 years in the Royal Marines before retiring in 1934.

The Royal party at the commissioning included the Marchioness of Abergavenny; Rear-Admiral Leslie Townsend, Defence Service Secretary; and



• This Sea Harrier parked on the Invincible's "ski-ramp" was given a close inspection by the Queen and Duke of Edinburgh, pictured here with the ship's commanding officer, Capt. Michael Livesay (right). The Sea Harrier was one of two 800 Squadron aircraft which landed on the carrier two days before the commissioning — the first to land on a ship in Portsmouth Harbour.

Pictures:
PO(Phot)
T. J. Tierney

Mr William Heseltine, Deputy Private Secretary.

Mrs. Bass; Major-General Peter Bush, Colonel of The Light Infantry — with which the Invincible is affiliated — and Mrs. Bush; Commodore Bruce Thomas, Commodore Naval Ship Acceptance, and Mrs. Thomas; and Lieut.-Col. Alastair Fyfe, commanding officer, 1st Battalion The Light Infantry, and Mrs. Fyfe.

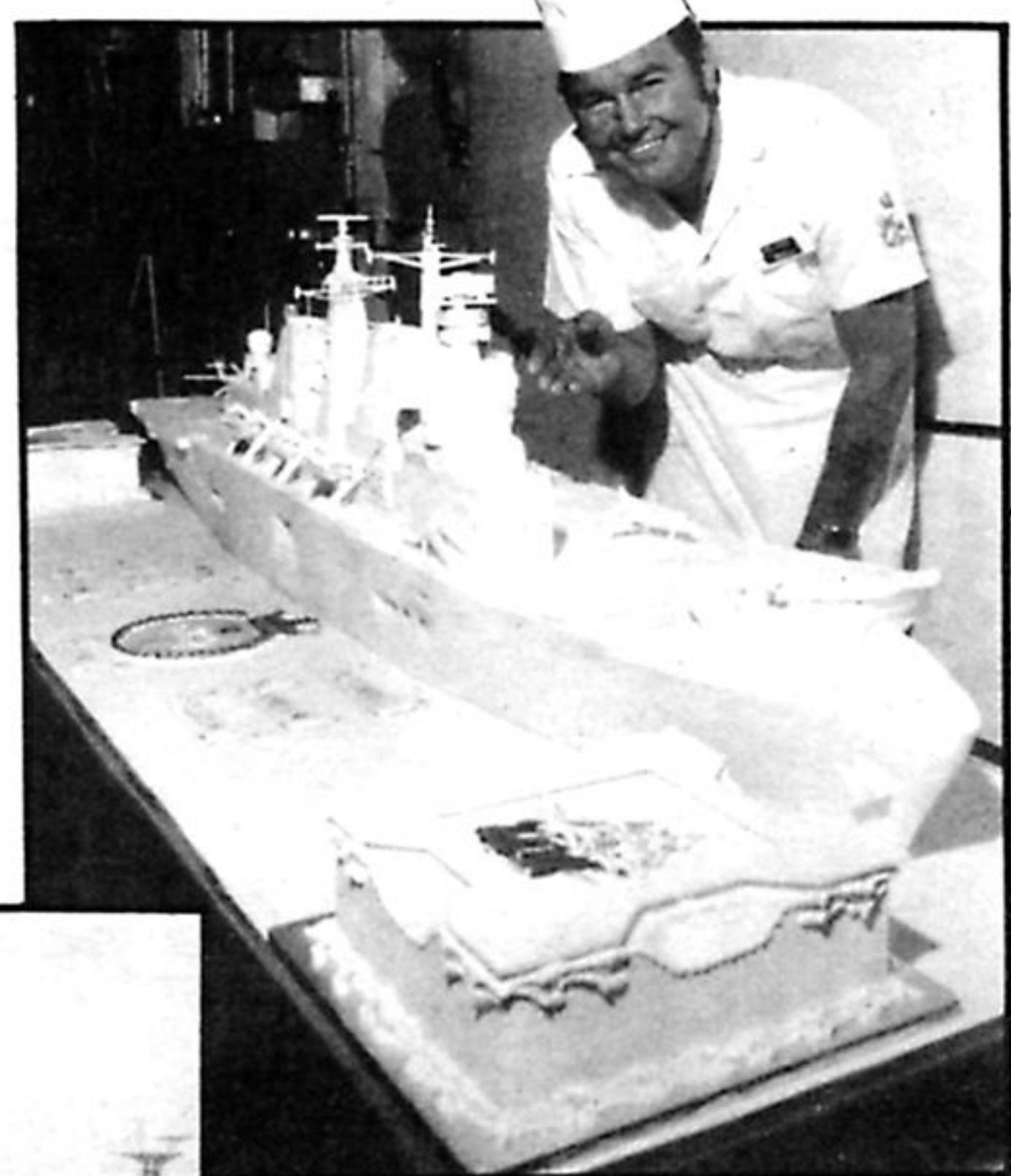
Among the civilian guests was Clr. Joe Anderson, Mayor of Durham, the ship's city of adoption.

Before leaving the carrier, the Queen and the Duke lunched in the wardroom with Capt. Livesay and the ship's officers.

LONE SURVIVOR



The Queen meets 85-year-old Mr. William Gasson, the only man still alive from the six who survived the destruction of the battle-cruiser Invincible at Jutland. More than 1,000 officers and men died when the ship blew up.



Building H.M.S. Invincible was a piece of cake for captain's chef POCK Kenneth Bradley — though the statistics of his achievement are almost as impressive as those of the ship herself.

With the help of design drawings from the carrier's builders, Vickers Shipbuilding Group, he constructed a 1/200th scale model "displacing" 200lb., with a length of 6ft. 9in., and a beam of 1ft. 1in. He used 28lb. of marzipan and 37lb. of sugar.

Pictured above with his masterpiece, POCK Bradley has twice won a silver medal at Britain's prime Hotelympia Salon Culinaire competition, and baked more commissioning cakes than he can remember.

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Last year, KGFS distributed almost £530,000 to specialist Charities supporting seafarers (the Royal Navy, the Royal Marines, the Merchant seamen, the Fishermen) who are in need, together with their children, families and dependants.

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 **NatWest**

Londonderry makes a million!

(The Wrens cash in, too)

Elbow-power was the name of the game when ratings from H.M.S. Londonderry and Wrens at SHAPE, the NATO headquarters in Belgium played darts.

In the course of 24 hours the Londonderry sailors scored a total of 1,012,361 points which set a Royal Navy darts record and raised £200 for the Lord Mayor Treloar Hospital at Alton.

Meanwhile, the Wrens shaped up well during a 48-hour darts marathon organised by RPO Wren Val Brooks.

The girls scored a total of 571,398 points, which raised £1,052 for the WRNS Benevolent Trust and other Service charities. They played in four-hourly shifts and were sponsored at one franc (about 1½p) per 1,000 points.

□ □ □

A money jar in the senior rates mess of H.M.S. Raleigh raised £320 to buy leisure equipment for pupils of Downham School for the mentally handicapped at Plymstock. In the past year the school has received several hundreds of pounds from the mess.

□ □ □

Conservation was the name of the game when ratings from H.M.S. Vernon took picks and shovels in hand to help Basingstoke Canal Society reclaim their canal for leisure pursuits. The team, led by CPO Pullen, had the task of ballasting the sleepers of a narrow gauge railway laid along the canal towpath, so enabling it to be used for the movement of clay.

□ □ □

One of the big events of H.M.S. Neptune POs' mess charity appeal was a sponsored ride from Neptune to Fort

William — a distance of 97 miles, which raised £700 for the Royal Hospital for Sick Children at York Hill.

The riders who battled against driving rain as far as Glencoe,

where they were forced to spend the night, were: POPT McAvannie, RS Patterson, POCK Pollock, PO(MEM) Wilde, POWEM Ross, LSA Elliot and WEM O'Donnell.

That bazaar feeling

Wren Angela Ferguson found herself in the uncanny position of being neither up nor down, when she attempted to scale this mountain of groceries presented by the people of Dunfermline district for H.M.S. Caledonia's Navy Bazaar. Fortunately for Angela help was at hand in the persons of ACK Kenneth Craig (left) and CK Michael Riley. The 7,000 grocery items raised more than £800 of a total in excess of £7,000 to be donated to various charities.

Picture: CPO(Phot) Michael Gilbert



HELPING HANDS

Haslar guide dog No. 7

The staff of the R.N. Hospital Haslar devote their efforts to raising money to buy guide dogs for the blind. On the eve of presenting a £1,000 cheque to buy their sixth guide dog since 1975, a team of walkers set off to cover 52 miles to raise £700 towards the cost of the seventh dog!

□ □ □

A team of runners from H.M.S. Collingwood who competed in the national 100-mile relay race held on athletic tracks throughout the country raised £500 for naval charities. The race was held in conjunction with the Collingwood Inter-School 12-mile relay race, won by the Technicians School.

□ □ □

The arrows have been flying in profusion for a team from H.M.S. Londonderry (above) and for the Wrens of SHAPE (left).

The sailors are (from left): STD Dougie Dougan, LMEM Jimmy Greene, WEM Kev Wyman, LMEM Bob Brady, STD Jock Andrews, CK Robbie Roberts, CK Andy Rowlett, LWEM Jumper Collins, LWEM Smudge Smith and STD Hoppy Hopkinson.

The ladies are: LWrens L. Dyer and C. Lillie in front; back row (from left) — Second Officers J. Blacklock and J. M. Hicks, RPO(W) Val Brooks, LWrens H. Urbanowska, C. Haverson, and J. Foley.

Top team for sponsorship money in the fancy dress pram race on Plymouth Hoe were the "Diddymen" Wrens from H.M.S. Drake. They collected the excellent sum of £271 (not the figure we were given last month) and this, together with money raised by other naval teams, goes towards a therapy pool for a spastics centre.

□ □ □

BOB WILSON says "Income Protection, is my goal"

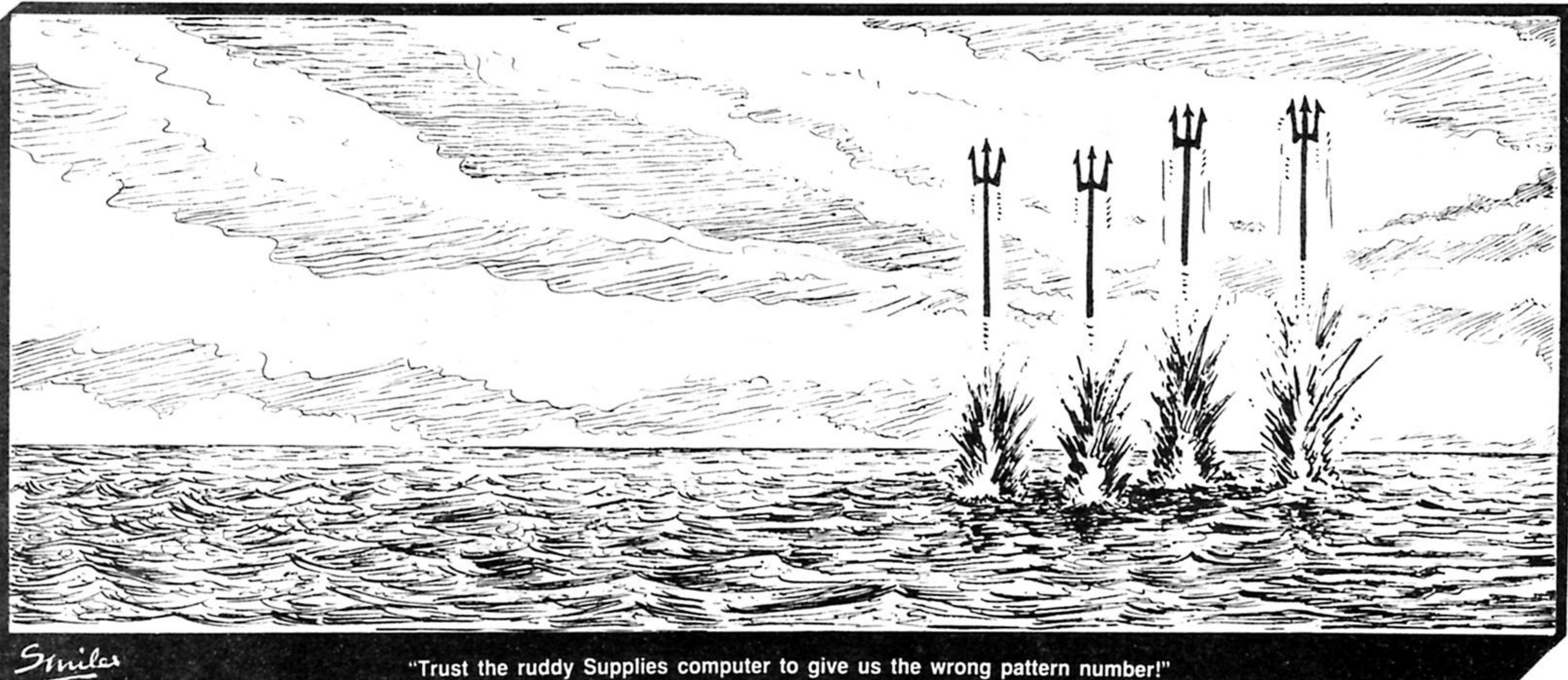
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"Trust the ruddy Supplies computer to give us the wrong pattern number!"

NEWSVIEW

A trust for the Senior Service

Only those with eyes and ears firmly closed during the last few weeks could plead ignorance of the Government's hugely-publicised Trident missile decision.

The sudden announcement followed months of speculation and in turn has been succeeded by extensive debate both by the media and elsewhere. Controversy over nuclear weapons is not exactly novel and it remains a debate on a crucial issue which may well continue in one form or another indefinitely.

Yet, as Servicemen note the arguments with interest, it is not the debate but the decision which is now their concern. And in realising the implications of that decision the Navy must take comfort and immense pride in the fact that it is to retain the entrustment of Britain's strategic nuclear deterrent for the rest of this century and well into the next.

Polaris pattern

The successful Polaris patrols, with their established time patterns but special pressures, must have played no mean part in the weighing-up of complex factors which went into the decision to acquire even mightier rockets launched undersea from a new fleet of British nuclear submarines.

Defence "experts" of many persuasions will no doubt continue to express views on whether Britain should have them and if we can afford it. Questions are being asked too on the effect it might have on the rest of Britain's defence budget, including the Navy's building programme. In answer, some of the thinking behind the decision to go for Trident is reported on this page.

Responsibility

Now it will be for the Navy to play its part in the big programme stretching over the next decade and beyond to bring the new submarine force into being. After which comes the onerous task of manning the new subs., which means a Navy finger on the button should that terrible moment ever arrive.

A while ago Navy News printed correspondence on the origins of the title Senior Service and how the Navy had acquired it. An interesting amalgam of fact and myth emerged.

In the context of the Trident decision, continued responsibility for defending Britain in this awesome way would seem ample justification for the Senior Service tag today.

After reviewing all the options ...

Texts of letters exchanged between the Prime Minister and the U.S. President were published in July as the announcement came that the Royal Navy is to have four new submarines as Britain's strategic nuclear force.

In her letter to the President, Mrs. Thatcher said, "Having reviewed the options, the Government has concluded that the Trident I weapon system best meets the need to maintain a viable nuclear deterrent capability into the 21st Century."

In his reply, President Carter said, "The United States attaches significant importance to the nuclear deterrent capability of the United Kingdom and to close co-operation between our two Governments in maintaining and modernising that capability. To further that objective, the United States is prepared to supply the United Kingdom Trident I missiles, equipment and supporting services, as you propose in your letter, subject to and in accordance with applicable United States law and procedure."

COMMITTED

Meanwhile in a Commons statement, the Defence Secretary (Mr. Francis Pym) said, "The agreement we have reached is on the same lines as the 1962 Nassau Agreement under which we acquired Polaris. We shall design and build our own submarines and nuclear warheads here in the United Kingdom; and buy the Trident missile system complete with its MIRV capability from the United States.

"Once bought, it will be entirely in our ownership and operational control, but we shall commit the whole force to NATO in the same way as the Polaris force is today.

"The new force will enter service in the early 1990s and will comprise four or five boats. We need not decide about a fifth boat for another two or three years, and we are leaving the option open meanwhile."

On costs, the Minister said, "We estimate the capital cost of a four-boat force, at today's prices, as up to five billion pounds, spread over 15 years. We expect rather over half of the expenditure to fall in the 1980s. We intend to accommodate this within the defence budget in the normal way alongside other major force improvements."

"We remain determined to uphold and where necessary strengthen our all-round defence capability; and this applies for our conventional forces no less than to our nuclear forces.

EMPLOYMENT

"I intend that as much work as possible should go to British industry. At least 70 per cent of the total cost will be spent in this country, and that will be reflected in a substantial amount of employment."

He described the Trident decision as of "cardinal importance."

A memorandum published by the Minister at the same time gives the Government's reasons for the choice of Trident. "Since 1969 there has

TRIDENT IS BEST

never been a moment when our Polaris force did not have at least one submarine on patrol, effectively invulnerable to pre-emptive attack and at high readiness to launch its missiles if required," says this document.

No one could define exactly when the Polaris force would have to be phased out. There were complex operational and technical factors, some of them hard to predict, and the likely prospect in several respects was of gradually declining effectiveness and mounting cost and risk rather than abrupt cut-off points or failures, though the possibility of these could not always be ruled out.

After mentioning the Chevaline programme, the memorandum says that the Government had concluded that responsible planning must look to progressive replacement of the present force beginning in the early 1990s.

Re-equipment providing only a small advance in capability could before long prove a false economy, and experience with Chevaline — costing about a billion pounds to modernise one aspect of the total force — showed that mid-life improvement could be a heavy task.

OPTIONS

A wide variety of system options which might at least in theory be available had been looked at, including different launch platforms — seaborne (by various types of submarines or by surface vessels), airborne and ground-based — and the possibilities of using ships or aircraft for both strategic and other roles.

Among delivery vehicles both ballistic and cruise missiles were examined, including alternative cruise missile systems and several different submarine-launched ballistic missile options, such as retaining Chevaline-improved Polaris, varying degrees of further improvements to it, Poseidon and Trident.

A number of approaches to procurement were considered. Different force sizes, and the possibilities of mixed forces of more than one system type were also considered.

"The first Trident missiles went to sea on operational service with the United States Navy in 1979. They are initially replacing Poseidon

missiles in some existing submarines and they will later be fitted in the new Ohio-class submarines.

"MIRV (multiple independently-targetable re-entry vehicle) capability and long range give excellent margins of long-term assurance against further advances in Soviet ABM and ASW capability; and improved guidance techniques give better accuracy than earlier systems have offered."

On the number of missiles per boat, eight, 12, 16 and 24 had been considered and the reasons are given why planning is going ahead for 16.

INSURANCE

"Deciding the number of boats is more difficult. Four is the minimum needed to sustain without fail at least one always on patrol. System improvements may improve the ratio of operational to non-operational time, but not to the point at which a force of three submarines could be sure of sustaining continuous patrol for more than a few years.

"A force of five can maintain two on continuous patrol, yet because force overheads do not rise proportionately with numbers, the extra cost would not exceed 15 per cent. A fifth boat would also offer a margin of insurance against possible risks, such as marked relative improvement in Soviet ASW or losing a boat by accident or major unforeseen defect."

"But the skill and dedication of our personnel have enabled us to manage successfully with four boats for over a decade, and the extra capital cost of a fifth in the Trident era, though modest in proportionate terms, is still very large in absolute terms — perhaps in the order of £600 million."

No immediate decision was needed and the Government is to keep the option open and take a final decision in 1982 or 1983.

The total cost would cover submarines, missiles, warheads and support equipment and facilities, including new construction required at the Coulport armament depot, the Faslane operating base and elsewhere.

'Decision of cardinal importance'



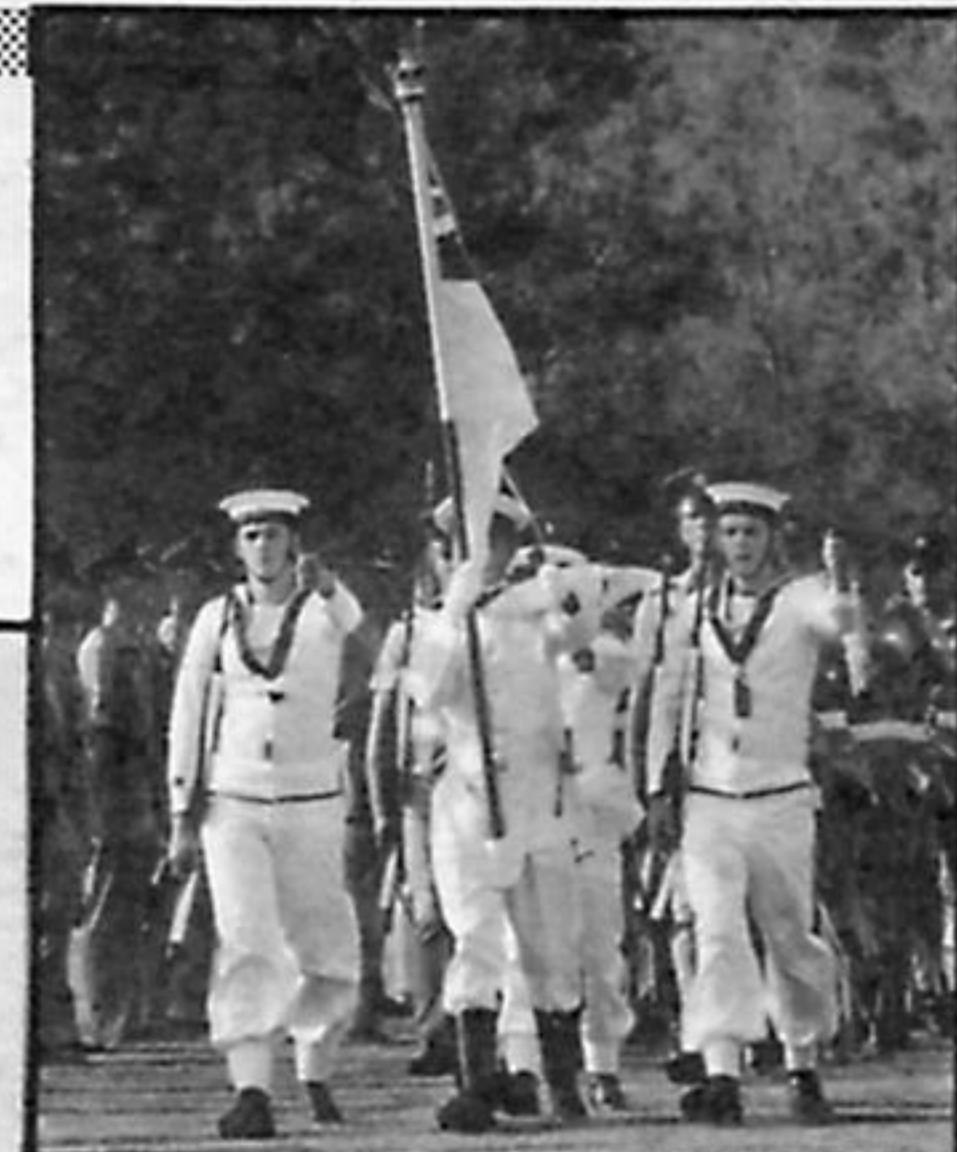
CYPRUS SERENADE AS SHIPS DEPART

Right: This unusual serenade for H.M.S. Alacrity came at the end of a visit to the Sovereign Base Area in Cyprus for the Type 21 vessel and another task group member, H.M.S. Galatea.

As the two ships prepared to weigh anchor, strains of "Sailing" were heard floating across the waves — and there, on a motorised pontoon with a musical farewell was the Band of the Third Light Infantry, with whom the Royal Navy had struck up a sporting liaison during the visit.

Earlier, during this final visit in the Mediterranean for the two frigates, they were represented in a parade to mark the Queen's Birthday (top right). It was led by a Royal Navy Colour Party of Sub-Lieut. David Morton, with POGI David Godfrey, and MEM Michael Burrill and SEA Nick Holden as escorts.

Alacrity picture: Cpl Ray Johnson R.A.F.
Parade picture: Lance Tomlinson.



BACK IN THE OLD ROUTINE

In focus

Mombasa berth for the task group flagship H.M.S. Antrim, with H.M. ships Coventry and Naiad outboard, was the Bamburi Cement Wharf at Mbaraki. But despite its unpretentious name the berth was close to the centre of Mombasa and the focus of much interest by the local Kenyans.

Picture: PO(Phot) Roger Smart

As the task group led by H.M.S. Antrim headed for the Far East, there was a chance for the Royal Navy to renew its links with the eastern Mediterranean, the Indian Ocean, and the Suez Canal.

With the Antrim wearing the flag of the Flag Officer First Flotilla, Rear-Admiral Conrad Jenkin, the group also comprises four members of the First Frigate Squadron, H.M. ships Galatea, Coventry, Naiad and Alacrity, and the Royal Fleet Auxiliary vessels Olwen, Stromness and Blue Rover.

Their varied programme included an early period of concentrated warfare training in which they settled into their routine of working together as an efficient

fighting force. "Opposition" was provided by the nuclear submarine H.M.S. Dreadnought and aircraft from the R.A.F. and French Navy.

After a week-end "breather" in Gibraltar, the task force exercised with NATO's Standing Naval Force Atlantic before passing into the Mediterranean.

A forecast of the growing Soviet presence in the force's operating area was the sighting of a group of four Russian warships in the central Mediterranean.

After splitting up for four days

H.M. ships Galatea and Alacrity to visit Cyprus, the remainder Istanbul — the group met again off Port Said and began their passage through the Suez Canal.

With grim reminders of recent wars still evident, the ship's companies were entertained on the way to Port Suez by gully-gully men, those amazing Egyptian magicians who can make chicks appear and disappear at an incredible rate.

Once through the Canal, H.M. ships Galatea and Alacrity and R.F.A. Blue Rover detached for Aqaba in Jordan, where most of the ships' companies took advantage of tours to the ancient and lost city of Petra.

MONSOON

This famous walled city is hewn out of rose-coloured rock and can only be approached on horseback through a two-mile long, narrow pass.

In the Gulf of Aden, the French Naval and Air Forces based at Djibouti provided opposition in a joint training period before the force rounded the Horn of Africa and steamed into the teeth of the south-west monsoon.

Later the ships were halted by a summons from King Neptune, who with his court boarded each vessel to ensure correct respects were paid before the Line was crossed and they moved south of the Equator and on to Mombasa.

Lawrence of Galatea

Left: A courtesy visit by H.M.S. Galatea to Aqaba in Jordan provided the opportunity to visit Petra, the historic lost city, accessible only through a narrow mountain pass. A party from the Galatea, including Lieut. Bruce Bird, an Australian officer serving a two-year exchange with the Royal Navy, went through on the hoof like latter-day Lawrences of Arabia.



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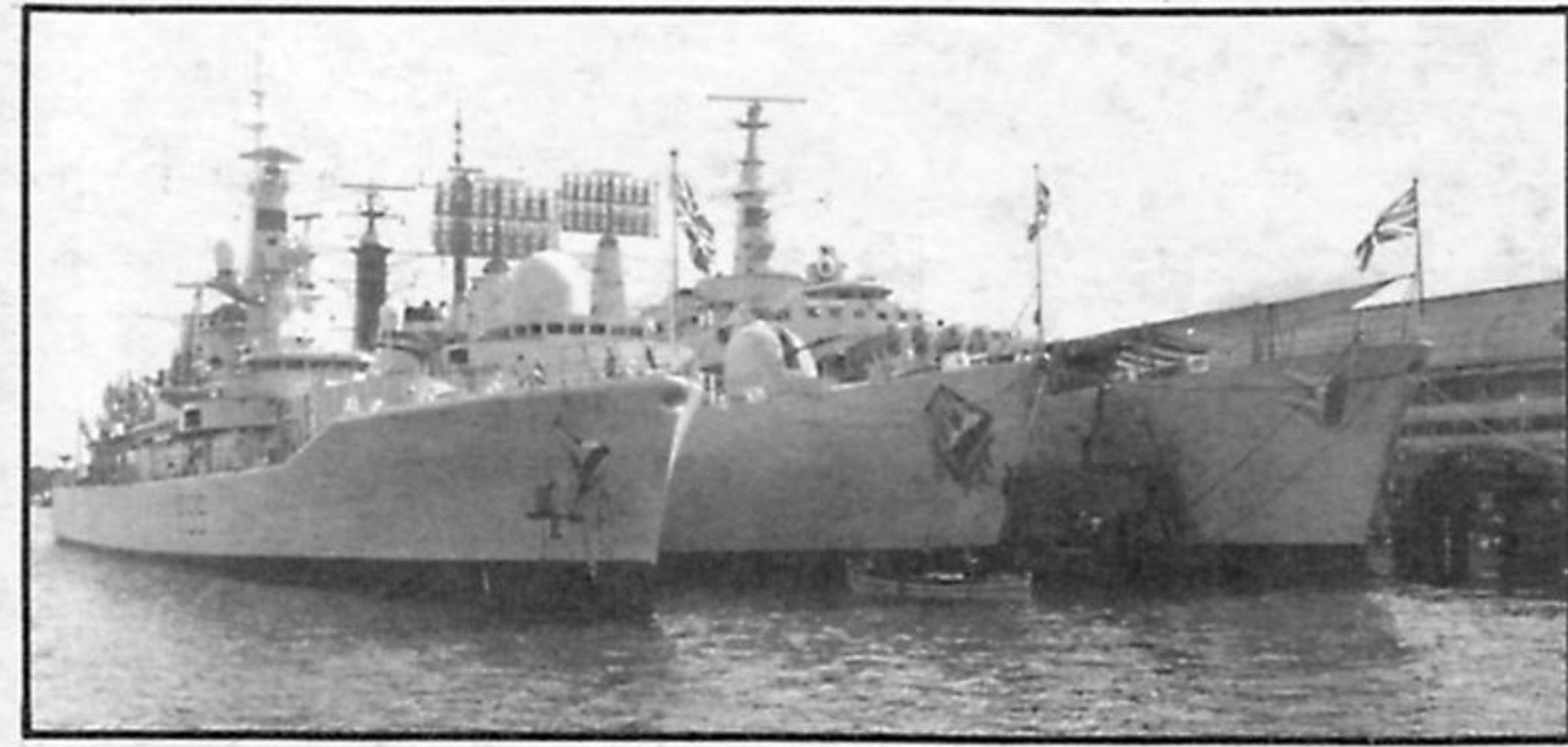
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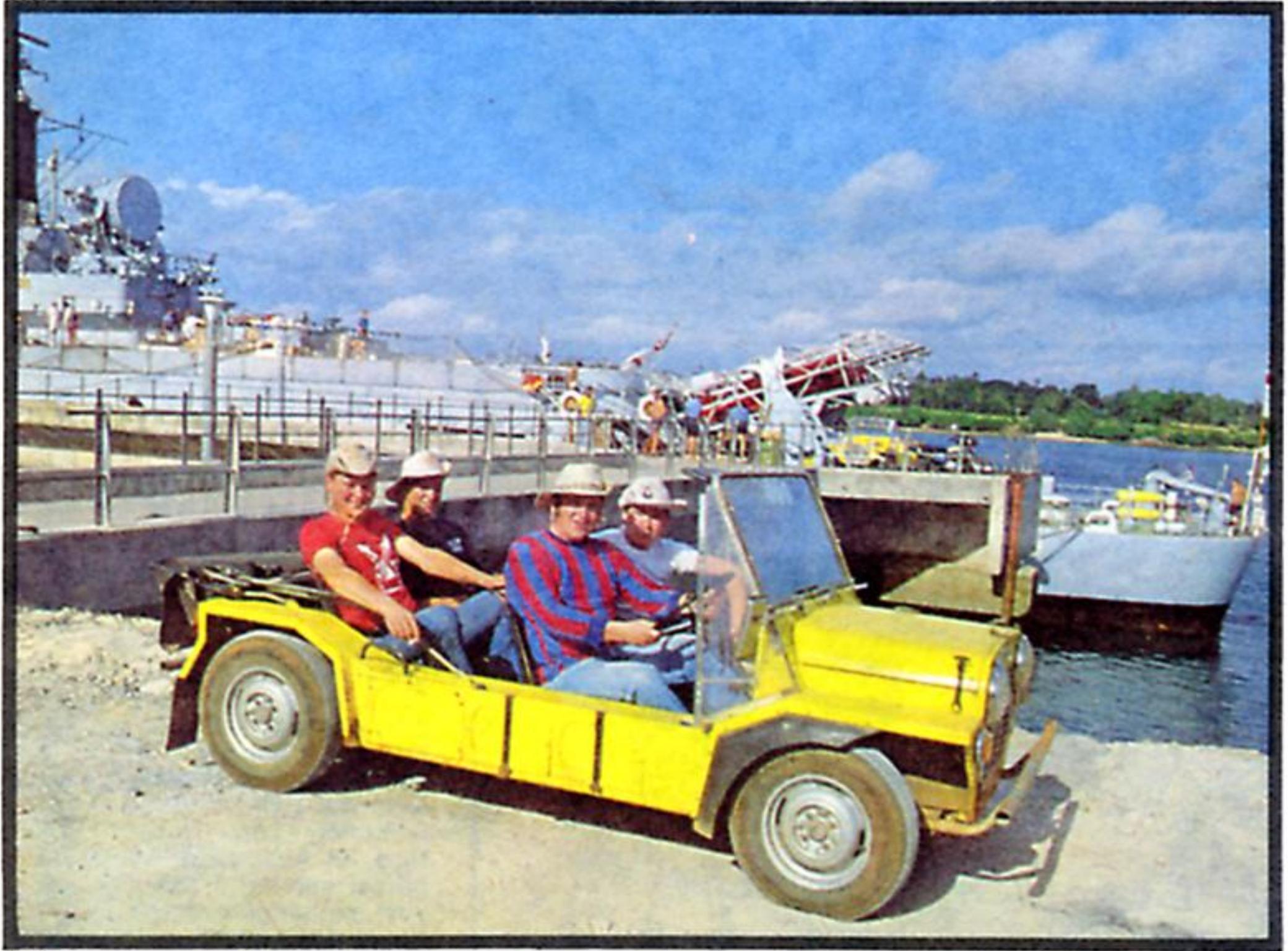
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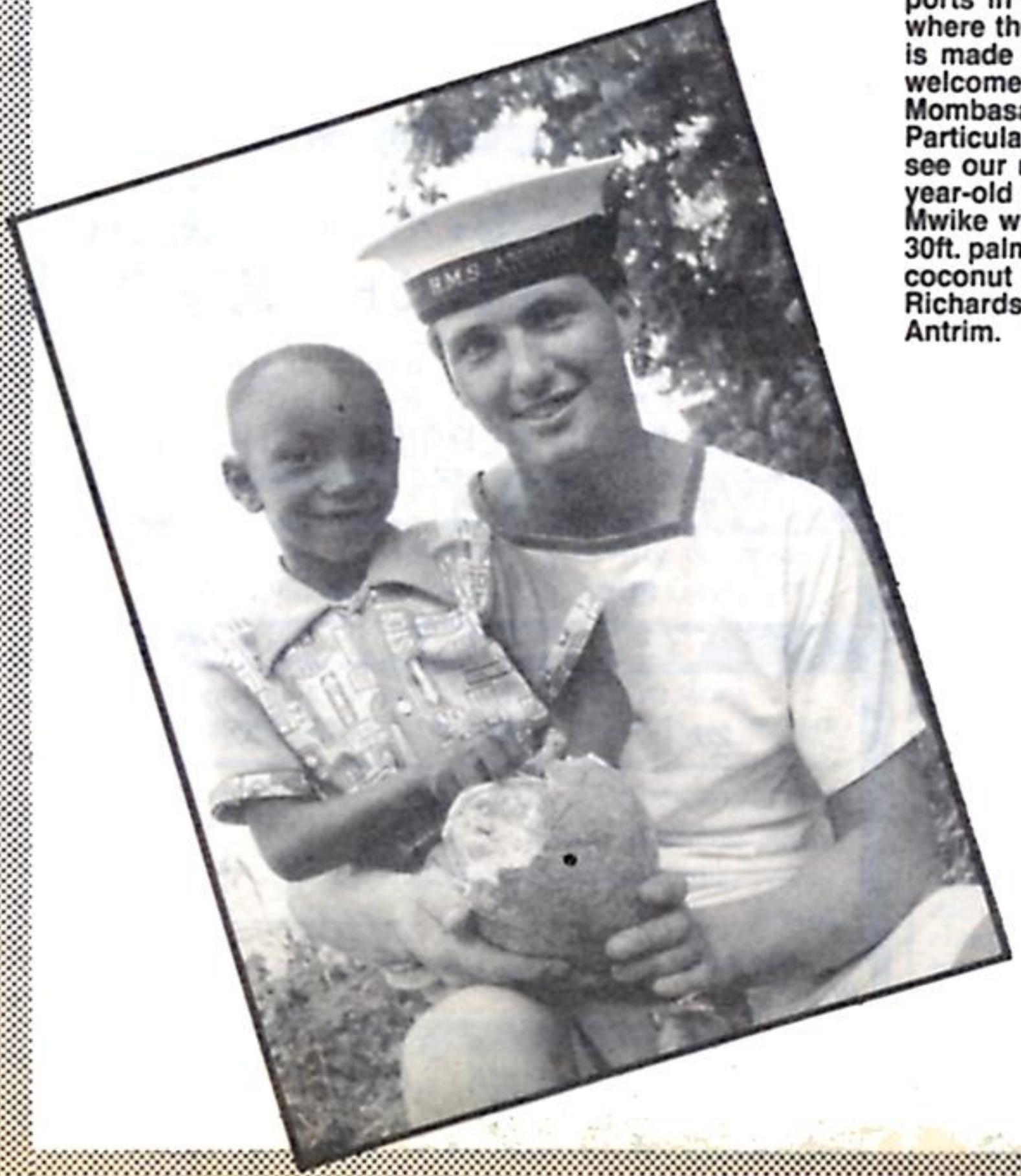
HAPPY RETURN TO MOMBASA — Centre pages



Below: While the Kenya countryside abounds in places of historic interest and natural beauty, taxis are expensive and the source of interminable haggling. But this quartet from H.M.S. Coventry were not to be beaten. LWEM Barry Jones, WEM Evan Jones, and MEMs Neville Patterson and Michael Toynes kitted themselves out with safari rig and hired their own transport for the week.



You're welcome!



There can be few ports in the world where the Royal Navy is made more welcome than Mombasa. Particularly keen to see our men was six-year-old Samuel Mwike who climbed a 30ft. palm tree to get a coconut for AB Keith Richards, of H.M.S. Antrim.

MOMBASA

Mombasa, the beautiful little coralline island on the east coast of Africa, has been a popular port of call for sailors of all nations for over five centuries.

Vasco da Gama, with his Portuguese fleet, opening-up a sea route to the East, anchored in Old Mombasa Harbour in 1498. Since then generations of mariners have looked forward to breaking their long voyages on this coast with its coral headlands enclosing sandy bays, its mango trees, bougainvillea, oleander, and coconut palms — and its more traditional sailors' entertainments.

Situated on the east side of the island, the old harbour for centuries served only the coastal sailing traffic and Arab dhows plying between the Persian Gulf states and the East African coast. Today the old town, clustered haphazardly around the old harbour, is still mainly occupied by Asian and Arab traders.

Evidence of Mombasa's cosmopolitan past, in which the Portuguese played such a prominent part, is seen by the visitor at every turn — Christian churches and mosques have aged side by side, watchtowers and blockhouses and crumbling fortifications of every type remain to mark the colourful and often bloody history of this ancient port.

Anti-slavery

The great bastion of Fort Jesus, raised by the Portuguese in 1592 in the peak of their colonial expansion, dominates the Old Harbour. It suffered a terrible siege in the 1690s at the hands of the Imam of Oman and the history of Fort Jesus is a history of Mombasa itself.

Fort Jesus briefly wore the White Ensign in the early 1800s when the then ruler, the Sultan of Zanzibar, threw himself under the protection of two visiting Royal Navy survey ships, the Barracouta and the Leven. The naval occupation lasted only two years because the British Government repudiated the arrangements made on the spot by the Royal Navy.

However, Mombasa was a regular port of call for the Navy in the mid-1800s when anti-slavery patrols were constantly at work in East African waters. It was not until 1899 that



the last known slave ship to leave that coast was wrecked near Mombasa.

Kenya became a Crown Colony in 1920 and her principal port came again into prominence during the Second World War. With the Mediterranean closed for almost all mercan-

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HAPPY RETURN



BASA



Left: One of the most photographed civic features in Africa are these famous tusks straddling Mombasa's Kilindini Road. They were erected in 1956 to celebrate the visits of Princess Margaret and later the Duke of Edinburgh. The tusks provided an excellent backdrop for a rabbit run photograph for AB Keith Richards, of H.M.S. Antrim, and AB Mark Sparrow, of H.M.S. Naiad, as they took the opportunity to buy oranges.

the British Commonwealth in 1963 and the Navy's last permanent presence, the Resident Naval Officer, left in 1976.

The White Ensign, however, still enjoys a tremendous welcome from the people of this lovely country. This was evident to the eight ships of Task Group 318.0 when they steamed into Mombasa in July led by H.M.S. Antrim, wearing the flag of Rear-Admiral Conrad Jenkins, Flag Officer First Flotilla.

Alongside berths in this now flourishing international harbour are at a premium. The flagship, with H.M. ships Coventry and Naiad outboard, berthed alongside the Bamburi Cement Wharf at Mbaraki, with H.M. ships Galatea and Alacrity outboard of a merchantman about a mile up the harbour and with the R.F.A.'s Blue Rover, Olwen and Stromness at buoys out in the stream.

This was the first port of call for the entire group and the most was made of it. There was something for everyone and Kenyans at all levels made them welcome.

With package tour operators now including Mombasa in their brochures, several Navy visitors hope to return under their own steam to this superb coast.

traffic, shipping for the Middle East was steered round the Cape where re-fuelling and other bases on the African coast, especially Mombasa, were vital to our distant maritime operations. Kenya became an independent member of

TO AFRICA'S ISLAND IN THE SUN

There would be no deployment without the expertise of the Royal Fleet Auxiliary Service in constant support. The stores support ship Stromness and Fleet tankers Olwen and Blue Rover have been an integral part of the Task Group since it sailed from Britain. While the warships went alongside in Mombasa the R.F.A. ships were moored out in the stream. It was an opportunity (left) for three of the young trainee officers from the Stromness to explore Mombasa in a naval stores tender — from the left, Deck Cadet Officer Russell Horton, Senior Deck Cadet John Charley and Deck Cadet Officer Mark Hurley.

TUSK FORCE!

(On a one-day safari to Tsavo East Game Park, sailors from H.M.S. Coventry made the acquaintance of this jumbo-sized local.



Bananas for the boys . . .

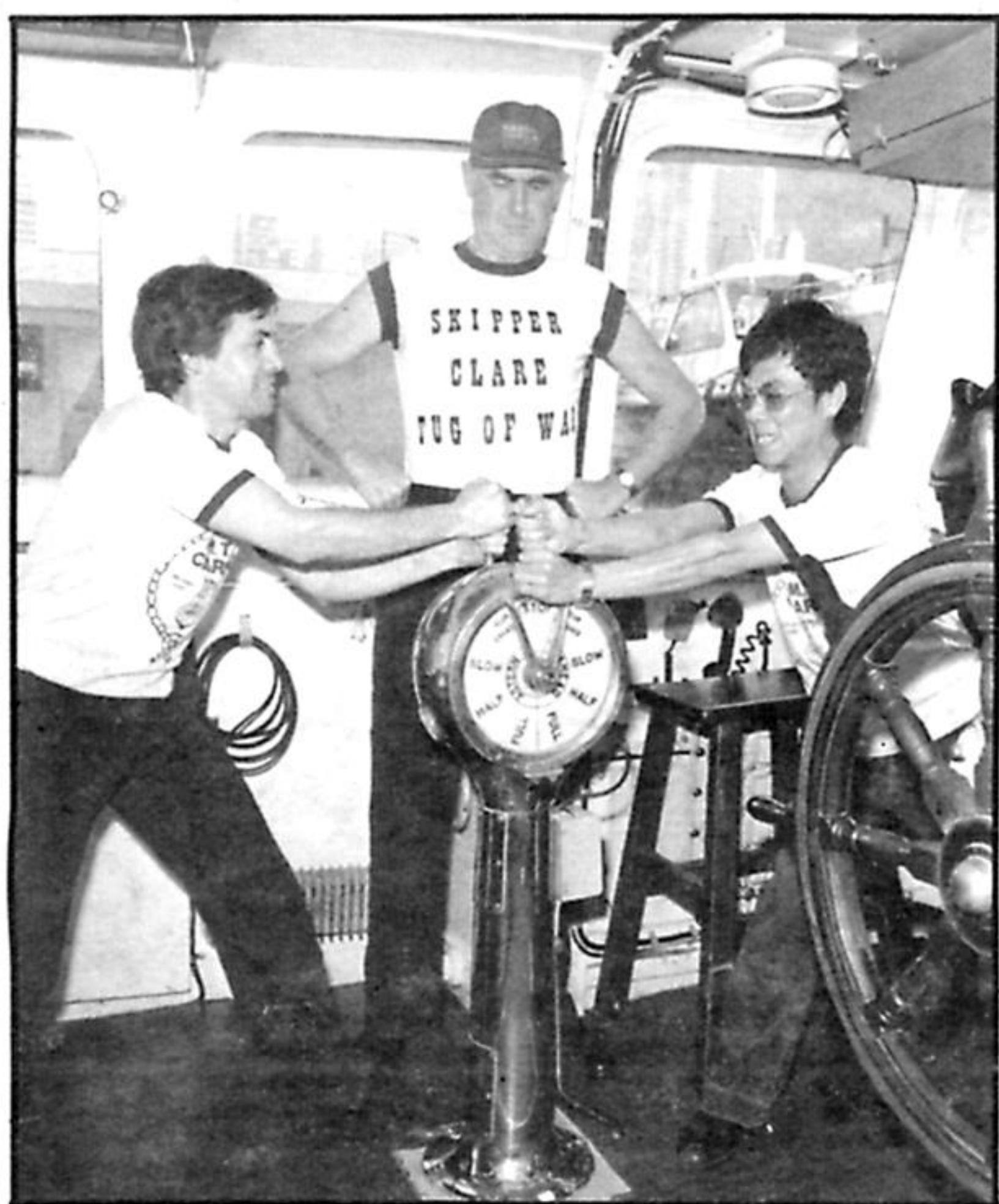
Nineteen-year-old Barry Greenwood, of H.M.S. Galatea, may have been in his first ship for only two months — but he was wise to a few tricks when it came to buying bananas ashore in Mombasa. He gave as good as he got in the barter — which was enough bananas for the whole ship's company.

PICTURES: PO(PHOT) ROGER SMART



PEOPLE IN THE NEWS

WIGHT FROM WONG



It is important that Lieut.-Cdr. CHARLES ADDIS (centre), commanding officer of H.M. Tug Clare, knows Wight from Wong! Otherwise he could have a spot of bother with two members of his ship's company — LWEM JIM WIGHT (left), on loan from H.M.S. Revenge, and SA HENRY WONG, who acts as an interpreter on board. The Clare is attached to the Hong Kong Squadron for anti-illegal immigrant patrol duties. Last month the Clare inadvertently sailed into Chinese waters, and was stopped by a coast guard vessel. She was detained briefly before being allowed to return to Hong Kong. Picture: PO(Phot) Eric Rook.

Former world motor racing champion JAMES HUNT gives AB(S) MARTIN JOLLY a few tips on how to get the best performance out of H.M.S. Ardent! James, complete with leg in plaster after an Alpine ski-ing accident, visited the ship while she was at Portsmouth for Staff College Sea Days. He was received on board by the Ardent's commanding officer, Cdr. MIKE BRACELIN, and a personal friend, Lieut.-Cdr. TIM BOYCOTT, the ship's WEO.

TWO GREAT BOOKS... NOT TO BE MISSED

FLASHING BLADES OVER THE SEA

Out this month. The history and development of the helicopter in RN service since 1943. Written by a serving FAA officer — LT. CDR. J. M. MILNE — and very well illustrated with many superb photographs — some in colour.

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CPO GARRY THOMAS shows Admiral Sir RICHARD CLAYTON some of the equipment he will be using on the Joint Service expedition to the Himalayas. Garry is equipment officer on the expedition, and left for the area last month to make advance arrangements for the team, which hopes to scale the 23,000ft. unclimbed peak of Phabrang.



H.M.S. Brereton's efforts during the second half of her recent NATO deployment to Lisbon and the Straits of Gibraltar were prosecuted as never before. All her officers during this time were Edinburgh lawyers! Commanding officer of the R.N.R. (Tyne and Forth Divisions) minehunter was Lieut.-Cdr. CHARLES JACKSON (centre), a former navigating officer in H.M.S. Nubian and now apprenticed to a firm of Edinburgh solicitors. His officers (and legal seniors) were, left to right, Lieut.-Cdr. IAN MCLEOD, Lieut. BILL WATERSTON, Lieut. JOHN MCPHAIL and Sub-Lieut. RUARI MACNEILL. The Brereton was deployed with the 10th Mine Countermeasures Squadron on the Nato exercise Open Gate.

**Take it away,
James!**



**WHAT A
WHOPPER**

POREL GERRY CAULFIELD had instant success with his first attempt at river fishing — he caught this whopping 11lb. 12oz. salmon on the Hampshire Avon with prawn bait netted in Portland Harbour. Gerry, serving with 829 Naval Air Squadron at Portland, is a keen sea angler, but had never before tried his hand at fly fishing.



**That's us and
our Harrier!**

Members of 800 Naval Air Squadron embarked in H.M.S. Invincible pose for a picture minutes after Lieut.-Cdr. Robin Kent had completed the first Sea Harrier landing on the new carrier. From left to right (standing) are AA1 Tony Bridgland, Lieut. Paul Jenkins, LEM(AW) Mark Leak, Lieut.-Cdr. Kent, REL Mech 1 Barrie Harvey, FCAA Roy Hayter, LAM Peter Beardshaw, CAF Ken Deacon, NAM Geoff Bull and PO Alec Baxter. Kneeling are EA(A) Peter Richards and NAM Alan Edwards.

Picture: PO(Phot) T. J. Tierney.

BOOKS

THROUGH EYES OF NOSTALGIA

For many men the war years were the most significant of their lives, the reasons varying from the dash of adventure or the momentary glory of stripes and medals, down to that special brand of comradeship which binds amid dicing with death.

"I can remember" is heard less with the passing years, as chums fade away and no one else seems capable of understanding what it all meant. Suddenly, when time is running out, there is that last resort — the book.

George Mack, a seaman gunner, has set down his recollections in "H.M.S. INTREPID, A MEMOIR," published by William Kimber (price £7.95).

He served aboard her from commissioning at Cowes in 1937, leaving her sadly in 1940. The destroyer, one of

the I-class known as the "Shiny Eyes", went on into the thick of it, going down eventually after being dive-bombed in the Aegean.

The book is based on Mr. Mack's own memories, and on the recollections of shipmates and official records for the second half of the ship's brief but eventful career.

Battlefield tour

"BRIGHTLY SHONE THE DAWN," by Garry Johnson and Christopher Dunphie, is an unusual book because of its origin.

Every year students of the Army Staff College at Camberley travelled to Normandy in the early part of June as part of their military education. Sprawling in groups in the long grass, they listened to

stories of some of the men who fought in those fields during the 1944 invasion of Europe.

From these personal experiences they were able to gain a better understanding of realities which are difficult to impart during normal instruction.

Some of those stories have been put together in such a way as to enable the reader to follow the action over the ground, and the book will be of special interest to anyone making his own "battlefield tour."

The publishers are Frederick Warne, and the price £7.50.

Another trip down memory lane will interest the thousands of naval families

who have had associations with the Royal Hospital School.

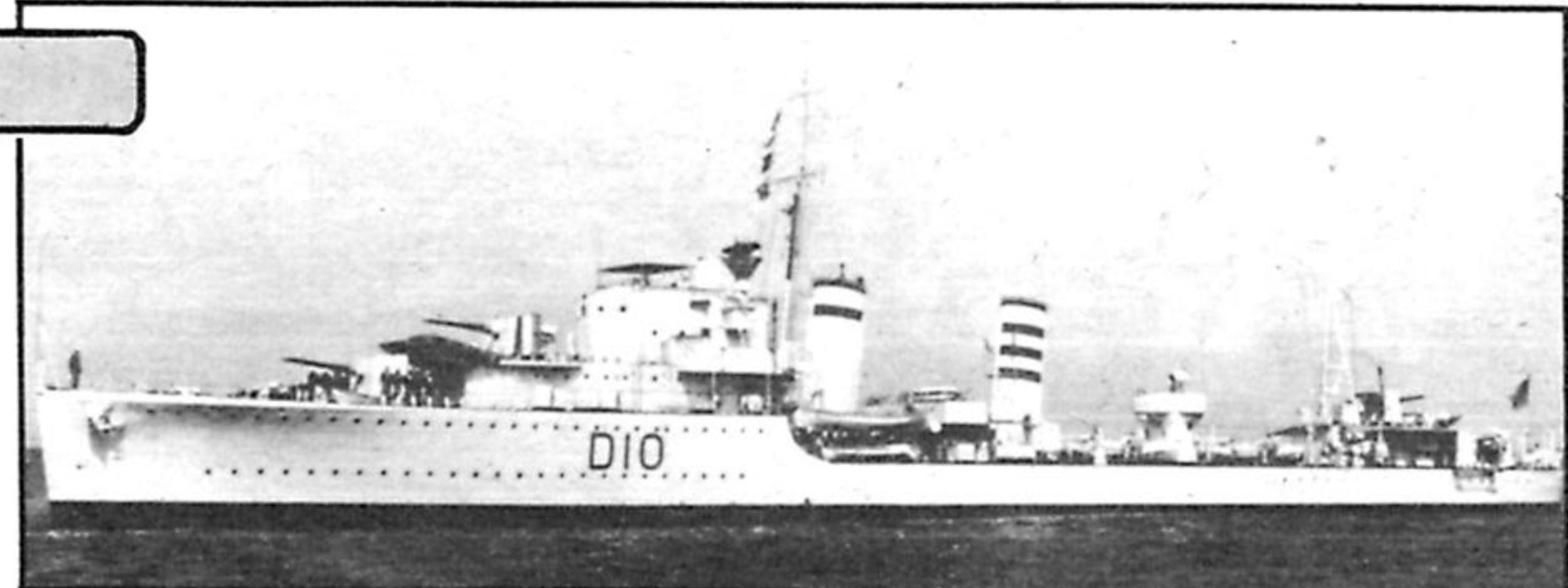
Although the author, Dan Turner, did not serve in the Navy, he was born in Portsmouth, worked in the dockyard there, moved on to work for civilian contractors, and finally had nine years in the Civil Service.

He outlines the history of the school from 1694 when it was part of Greenwich

Hospital to the move to Holbrook, Suffolk, in 1933.

The main appeal of the book is Mr. Turner's story of his life at the school as a boy, from 1926 to 1930 — a personal social document about an institution famed in Royal Navy traditions.

"THE ROYAL HOSPITAL SCHOOL" is published by Phillimore (price £8.95).



H.M.S. Intrepid, one of the I-Class destroyers known as the 'Shiny Eyes'.

How a woman saved Nelson

If England reveres the memory of Nelson in the belief that without his leadership at the Battle of Trafalgar, our fleet would have been annihilated by the combined French and Spanish force, then the nation owes a debt of gratitude to a woman in his life.

This was not wife or mistress, but Cub a Cornwallis, a West Indian housekeeper of African descent, and a former slave, who nursed Horatio back from the brink of the grave.

Her part in history is told in "The Young Nelson in the Americas," by Tom Pocock, published by William Collins (price £7.95).

Death-hole

The author, an authority on Nelson, takes us through the adventurous years which formed him as a fighting commander, delving into exhaustive and scholarly detail to explain the Nicaragua campaign, a daring but tragic operation in a death-hole for Europeans.

The plan, during the War of American Independence, was to cut the Spanish American empire in two by taking an expedition up the San Juan river to Lake Nicaragua, the farther shore of which was only ten miles from the Pacific. With

maritime supremacy thus established, England would have had control from the Caribbean to the Pacific.

Nelson, as a post-captain in command of a frigate, volunteered to lead the naval party in support of the soldiers, his brilliant contribution being fully acknowledged by the colonel in command.

The whole thing was appallingly organised, yet might well have come off had not Nelson been carried back down the river in what was believed to be a dying condition.

Back at Port Royal in Jamaica, the hospital was little better than an ante-room for the cemetery, but mercifully his naval friends placed him in the care of Cuba Cornwallis.

Dysentery

Her patient was a haggard skeleton, drained of life by dysentery, and a fairly obvious next victim of the disease-ridden Nicaraguan expedition. She saved him from the fate which accounted for nine out of every ten men sent to the San Juan river.

A good deal of the book is little-known history with a

thread of Nelson running through it, but it is by the close study of such background that more is understood about a hero whose sensitive face is the last one would expect to find on an outstanding war leader.

It was on the other side of the Atlantic that Nelson first fell in love, and where later he met his wife. There also he met his close friend and future companion-in-arms, Collingwood.

Traitor

Another close friendship made at the time proved to be acquaintance with a bizarre personality who became revolutionary and traitor, ending his life by hanging and beheading.

Mr. Pocock was certainly determined to make his latest writing on Nelson into a lasting reference work, the research including the following of the track of the Nicaraguan expedition up the San Juan river.

The result is a tale exciting enough for anyone, but especially absorbing material for the wide readership with an apparently insatiable curiosity about our greatest hero.

Under the skull and crossbones

Piracy flourished from remote times until the middle of the last century, when the rise of British sea power virtually eliminated the "skull and crossbones."

Though mostly a sordid business of men risking the gallows for plunder, the story of piracy includes a good deal of international double-dealing to an extent which shaped history.

Dr. Rayner Thrower, a medical man with sea associations, chose a fascinating subject in writing "The

Pirate Picture," published by Phillimore (price £5.95).

He has carefully researched the development of piracy, with its romanticism and heroics, eliminating some misconceptions and setting out the remarkable achievements.

If the effect is to infer turbulent and brutal times, Dr. Thrower says it is worth while remembering that official figures show that in this country annually, 2,000 youths between the ages of 14 and 21 are convicted of robbery with violence.

Warships of the World

Antony Preston

A lavishly illustrated compendium of the major classes of warship in service today. Naval defence expert Antony Preston provides a fresh critical insight into the technical, operational and political factors which have influenced the design, development and role of the fighting ships of the 1980s. Every significant class of warship is included, accompanied by concise text, data tables, glossary and a wealth of clear photographs.

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TROYERS (Stuart, Vampire, Vendetta, Voyager, Waterhen) £5.00; UNITED AND UNDAUNTED (History of the Clearance Diving Branch of the R.A.N.) £4.50; PIONEERS OF THE R.A.N. £4.00; H.M.A.S. MARK 2. Published 1943 (the R.A.N. at war, colour and other plates) £7.00

With only the crudest of tools the first sailors burned and chipped their logs, or fashioned hides and creeper "ropes", to launch themselves on the waters.

The interesting question is how early is early man, nautically speaking?

'CHRONICLE'

One who had an abiding interest in the subject was the late Paul Johnstone, wartime naval officer and former B.B.C. architect, whose travels for his "Chronicle" series served not only his job but his hobby.

By the time of his death in

1976 he had amassed a wealth of material about ancient boats, reaching the conclusion that man travelled great distances at a much earlier date than had previously been thought possible.

His research, illustrations and theories have been prepared for publication by Sean McGrail, chief archaeologist of the National Maritime Museum, Greenwich. The result is "The Sea-craft of Prehistory," published by Routledge and Kegan Paul (price £13.50).

It is a scholarly work, beautifully produced, and a worthy memorial to its originator.

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ROYAL NAVAL

Busum friends in Germany

After a week of lavish hospitality, friendship and non-stop entertainment, there were many tearful farewells when shipmates of Grimsby and South Humberside, their wives and members of the Sea Cadet band of T.S. Undaunted took their leave of shipmates of Busum near Hamburg.

During their stay the visitors attended lunches, receptions, musical evenings, and visited local places of interest.

Highlight was a banquet to mark the opening of the Deutschmarinbund national conference attended by representatives from the Netherlands, Denmark, Austria, France, the R.N.A. and the S.C.C.

Before leaving shipmates attended a service in the Fisherman's Church followed by a wreath-laying ceremony. This was followed in the evening by a meal prepared by the wives of their Busum friends.

IN BRIEF

The Royal Naval Communication Chiefs Association (R.N.C.C.A.), formed in 1968, is holding a reunion on September 13. The association, which now boasts 465 members, are made up of Chief Sparkers, and Chief Yeomen or their equivalents today. The reunion will be held at H.M.S. Mercury, where accommodation can sometimes be arranged. For details of reunion and association membership contact Mr. E. D. Palfrey, R.N.C.C.A. Secretary, "Transvaal", 20, Sussex Gardens, Petersfield, Hants, GU31 4JY.

★ ★ ★

Membership of the National Association of Korean War Veterans is open to those who served in Korea from June 1950 to July 1953. Associate membership is open to those who served after the armistice which includes members of the International Red Cross, the British Red Cross, the W(R)VS and war correspondents. For details contact Acting General Secretary, 200 Bath Road, Bridgewater, Somerset TA6 4PT, enclosing stamped addressed envelope.

★ ★ ★

The Coastal Forces Veterans Association has branches in Chesterfield, Nottingham, Kent, London, South London,

Birmingham, and Southern Area and has plans in hand for new branches in Devon, Somerset, and Cornwall. Membership is open to those who served in coastal forces, boats and bases during the war, including members of the WRNS. For details contact Mr. W. A. Cobey, 91 Solent House, Havant, Hants, enclosing stamped addressed envelope.

★ ★ ★

Kingston Unit Sea Cadet Band led the parade for the dedication of Edmonton

standard. The parade was well supported both by R.N.A. branches and local citizens. The service, held at St Peter's Church, was conducted by the Rev. Raymond Jones.

The branch now meets every Friday at Malden Hall, Victoria Road, London N9.

From Northampton a warm thank you to Bill and Margaret of the Navy Hotel, Weymouth who looked after members so well when they travelled south to attend the National Standard Bearers Competition at Portland.

DATES FOR THE DIARY

The following are dates for the diary: Sept. 7, Skipton branch standard dedication; Sept. 13, Harrogate and Nidderdale branches wine and cheese even-

ing in aid of the King George's Fund for Sailors at H.M.S. Forest Moor; Sept. 28, Gateshead standard dedication.

Shipmates may find it helpful

PEN PALS

Readers seeking penfriends in the Royal Navy are listed below. Any sailor who writes to an applicant must use a stamped envelope bearing the applicant's name and town. The letter should be enclosed in a second envelope addressed to "Pen Pals," Navy News, H.M.S. Nelson, Portsmouth. On receipt the replies will be redirected – but only if they have been stamped.

Details of the applicants are as follows: Elizabeth (20), single, 5ft. 4in., brown hair, brown eyes, Newcastle, Staffs.

Katrina (15), 5ft. 10in., brown hair, green eyes, Bournemouth.

Esme (20), single, 5ft. 4in., brown hair, brown eyes, London.

Mandy (17), single, 5ft. 4in., brown hair, blue eyes, Dunstable, Beds.

Ann (20), single, 5ft. 6in., brown hair, green eyes, Gillingham, Kent.

Geraldine (29), divorced, 5ft. 6in., brown hair, blue-green eyes, Gillingham, Kent.

Jennie (26), single, 5ft. 1in., brown hair, blue eyes, Doncaster.

Josephine (21), single, 5ft. 4in., auburn hair, blue eyes, Hayes, Middx.

Julie (15), 5ft. 3in., blonde hair, blue eyes, Bristol.

Marilyn (29), divorced, 5ft. 6in., brown hair, blue eyes, Swanmore, Hants.

Allana (18), single, brown hair, blue eyes, Haverfordwest, Dyfed.

Wendy (17), single, 5ft. 1in., blonde hair, green eyes, Chelmsford, Essex.

Jeanette (29), single, brown hair, blue eyes, Hebburn-upon-Tyne.

Sharon (17), single, blonde hair, blue eyes, Haverfordwest, Dyfed.

Glenda (18), single, 5ft. 6in., brown hair, blue eyes, Cowes, Isle of Wight.

Joy (35), divorced, 5ft. 1in., brown hair, green eyes, one daughter, Eastleigh, Hants.

Maranda (19), single, 5ft. 8in., blonde hair, blue-grey eyes, Bristol.

Marion (23), divorced, 5ft. 3in., brown hair, blue-green eyes, one son (3), Colchester, Essex.

Adrienne (22), single, 5ft. 6in., brown hair, brown eyes, Birmingham.

Helen (18), single, 5ft. 4in., brown hair, brown eyes, Hull.

June (36), separated, 5ft. 3in., brown hair, blue eyes, two children, Elgin, Morayshire.

Janet (23), single, 5ft. 10in., brown hair, blue eyes, Grantham, Lincs.

Kathy (25), single, 5ft. 6in., black hair, blue eyes, Grantham, Lincs.

Glynis (25), single, 5ft. 5in., fair hair, hazel eyes, Coventry.

Mary (34), divorced, 5ft. 7in., brown hair, one child (4), Woolwich, London.

Amanda (18), single, 5ft. 4in., brown hair, green eyes, Gosport, Hants.

Karen (16), brown hair, green eyes, Fareham, Hants.

Sue (16), 5ft. 6in., brown hair, blue-green eyes, Ipswich, Suffolk.

Emma (49), widow, dark hair, brown eyes, Hove, Sussex.

Sheila (43), divorced, 5ft. 10in., fair hair, green eyes, Edinburgh.

Jasmine (38), divorced, 5ft. 5in., dark hair, dark eyes, one daughter (2), Leicester.

if we publish a short diary of events regularly. This is unlikely to prove valuable unless notice of the event is given at least two months in advance.

Sheryl (16), 5ft. 4in., fair hair, brown eyes, Fareham, Hants.

Jill (19), single, 5ft. 6in., fair hair, grey-green eyes, Grays, Essex.

Jean (40), divorced, 5ft. 10in., grey hair, grey-green eyes, one son, Livingston, Scotland.

Sheila (28), divorced, 5ft. 2in., brown hair, blue-green eyes, two sons, Selby, Yorks.

Jeanette (17), single, 5ft. 1in., brown hair, brown eyes, Stubbington, Hants.

Christine (18), single, 5ft. 4in., brown hair, blue eyes, Woodbridge, Suffolk.

Liz (25), single, fair hair, blue eyes, Woodbridge, Suffolk.

Mandy (16), 5ft. 2in., brown hair, blue-green eyes, Musselburgh, Midlothian.

Vanessa (17), single, 5ft. 2in., brown hair, blue eyes, Wimbeldon, London.

Janice (28), single, 5ft. 4in., brown hair, green eyes, Wimbeldon, London.

Jackie (16), 5ft. 8in., brown hair, Bexhill-on-Sea, Sussex.

Beverley (18), single, 5ft. 7in., blonde hair, blue eyes, Stourbridge, W. Midlands.

Lynne (23), single, 5ft. 5in., blonde hair, brown eyes, Windsor, Berks.

Amar (17), single, 5ft. 1in., black hair, brown eyes, Southampton.

Alison (23), single, 5ft. 9in., dark hair, Staines, Middx.

Olive (44), widow, 5ft. 5in., red-brown hair, hazel eyes, Felling, Tyne and Wear.

Susan (20), single, 5ft. 2in., brown hair, green eyes, Harrow, Middx.

Tina (18), single, 5ft. 3in., brown hair, hazel eyes, Havant, Hants.

Anne (35), single, 4ft. 5in., dark hair, dark eyes, Doncaster.

Patricia (23), single, 5ft. 6in., brown hair, brown eyes, Doncaster.

Carol (23), single, 5ft. 8in., auburn hair, grey-blue eyes, Bradford.

Miss A (17), single, 5ft. 6in., brown hair, hazel eyes, Victoria, Australia.

Marilyn (30), single, 5ft. 5in., brown hair, brown eyes, Gainsborough, Lincs.

Karen (21), single, 5ft. 2in., brown hair, brown eyes, Shefford.

Margaret (24), single, 5ft., brown hair, brown eyes, Brierley Hill, W. Midlands.

Deborah (22), single, 5ft. 2in., brown hair, blue eyes, Wiversedge, W. Yorks.

Zainora (17), single, 5ft. 2in., blonde hair, brown eyes, Selangor, Malaysia.

Lillian (38), separated, 5ft. 3in., brown hair, brown eyes, two children, Newcastle-upon-Tyne.

Sandra (16), 5ft., blonde hair, brown eyes, Rainham, Kent.

Sylvia (48), divorced, 5ft. 1in., blonde hair, blue eyes, Maidstone, Kent.

Wendy (20), single, 5ft. 6in., blonde hair, green eyes, Northolt, Middx.

Joanne (17), single, 5ft. 1in., blonde hair, blue eyes, Wolverhampton.

Tracey (18), single, 5ft. 4in., brown hair, green eyes, Inverness, S. Humberside.

Tina (18), single, 5ft. 6in., auburn hair, blue eyes, Great Yarmouth, Norfolk.

Mel (31), divorced, 5ft. 2in., dark hair, three children, Stockport.

Julie (29), single, 5ft. 8in., blonde hair, green eyes, Birmingham.

Carol (31), single, 5ft., brown hair, blue eyes, Birmingham.

Pat (32), divorced, 5ft. 2in., brown hair, blue eyes, two daughters, Wolverhampton.

Jan (48), widow, 5ft. 1in., fair hair, blue eyes, Swindon, Wilts.

Anne (30), divorced, 5ft. 4in., brown hair, brown eyes, Manchester.

Rita (31), single, 5ft. 1in., silver grey hair, green eyes, Manchester.

Ann (29), single, 5ft. 4in., brown hair, brown eyes, Manchester.

Kim (22), separated, 5ft. 1in., fair hair, hazel eyes, one son (1), Bristol.

Irene (32), divorced, 5ft. 6in., dark hair, dark eyes, Chichester, Sussex.

Kerry (16), 5ft. 2in., brown hair, blue eyes, Carshalton, Surrey.

Janet (21), single, 5ft. 5in., brown hair, green eyes, Chesterfield, Derbyshire.

Belinda (15), 5ft. 5in., brown hair, brown eyes, Carshalton, Surrey.

Denise (15), 5ft. 2in., brown hair, blue eyes, Cheltenham, Glos.

Sarah (17), single, 5ft. 2in., blonde hair, blue eyes, Exeter.

Janet (27), separated, 5ft. 4in., brown hair, brown eyes, Tunbridge Wells, Kent.

Gail (18), single, brown hair, brown eyes, Merseyside.

Jenny (19), single, 5ft. 8in., brown hair, brown eyes, Middlesbrough, Cleveland.

Linda (31), divorced, 5ft. 2in., brown hair, blue eyes, two children, Southsea, Hants.

ASSOCIATION

The ice-cool courage of David Ramsay

At 68, Shipmate David Ramsay, former Lieut.-Cdr. R.N., president of Risborough, is proof that the R.N.A. is not a club for "old codgers" and has-beens.

As skipper of the m.v. Benjamin Bowring, he set off in June to take members of the Transglobe Expedition on a 15-month journey across the world.

The expedition will spend at least five months in the Antarctic, then visit the tropics and the Arctic. Their task — to research extreme climatic conditions and ring various species of birds.

Pirates

To navigate from Pole to Pole might challenge sailors half the age of Shipmate Ramsay. But not him. He fought pirates in the Thirties in the Chinese Preventive Service; lost a leg in H.M.S. Spartan during the Anzio landings; then went on to command destroyers and minesweepers before retiring from the Navy in the 1950s.

Shipmate Ramsay — who recently learned to fly — does not scare easily. Not unless he encounters ice. The last time was in a local car park. The price was two broken ribs.

BRANCH NEWS

Undaunted by this he faces the challenge of the Antarctic in good spirit. And has included in his packing two spare artificial legs. Not that he intends slogging across the ice caps. But then with Shipmate Ramsay, one can never tell.

With his fellow shipmates and those of No. 6 Area we wish him fair wind and smooth sailing.

A party of 160 shipmates from Doncaster, Huddersfield, Newton Aycliffe and Tyne and Wear enjoyed a marvellous outing to the Isle of Man.

ashes scattered

On the outward journey a service was held at sea during which wreaths were laid and the ashes of former shipmates John Anderson, George Carr and Samuel Warboys were scattered at sea.

The Island parade on Sunday

was seen by a large crowd and the day ended with a party which went on until the small hours. A repeat trip is already planned for May 22 to May 25 next year. Those interested should get their bids in quickly.

After completing their first decade in commission Llandudno are negotiating for the purchase of their premises with plans for a new lounge and bar modernisation.

Commissioning

A thank you from Nidderdale to all who supported their commissioning social on June 7, and a particular word of praise for the two ladies, Mrs. Robinson and Mrs. Grange whose combined talents produced a splendid commissioning cake.

An apology from shipmate Judge, chairman No 1 Area, who was unaware of the death of shipmate Storer, who he mentioned in a May dispatch to Navy News. For this grievous error he offers his sincere apologies, particularly to Mrs. Storer.



It's off to sea again for 68-year-old Shipmate David Ramsay, president of Risborough branch, pictured here packing for a 15-month journey across the world.

From No 6 Area news of another new branch — Watford and District — which commissioned on June 28. A thank you to all shipmates who made it a night to remember and who raised £33 to set the branch on the road to success.

From Bletchley news that their club at Warwick Road, has a lounge re-decorated and named Lord Louis Lounge, after Admiral of the Fleet Earl Mountbatten of Burma. Five Kelly survivors attended the opening and made a presentation. The club extends a welcome to serving and former

members of the Royal Navy.

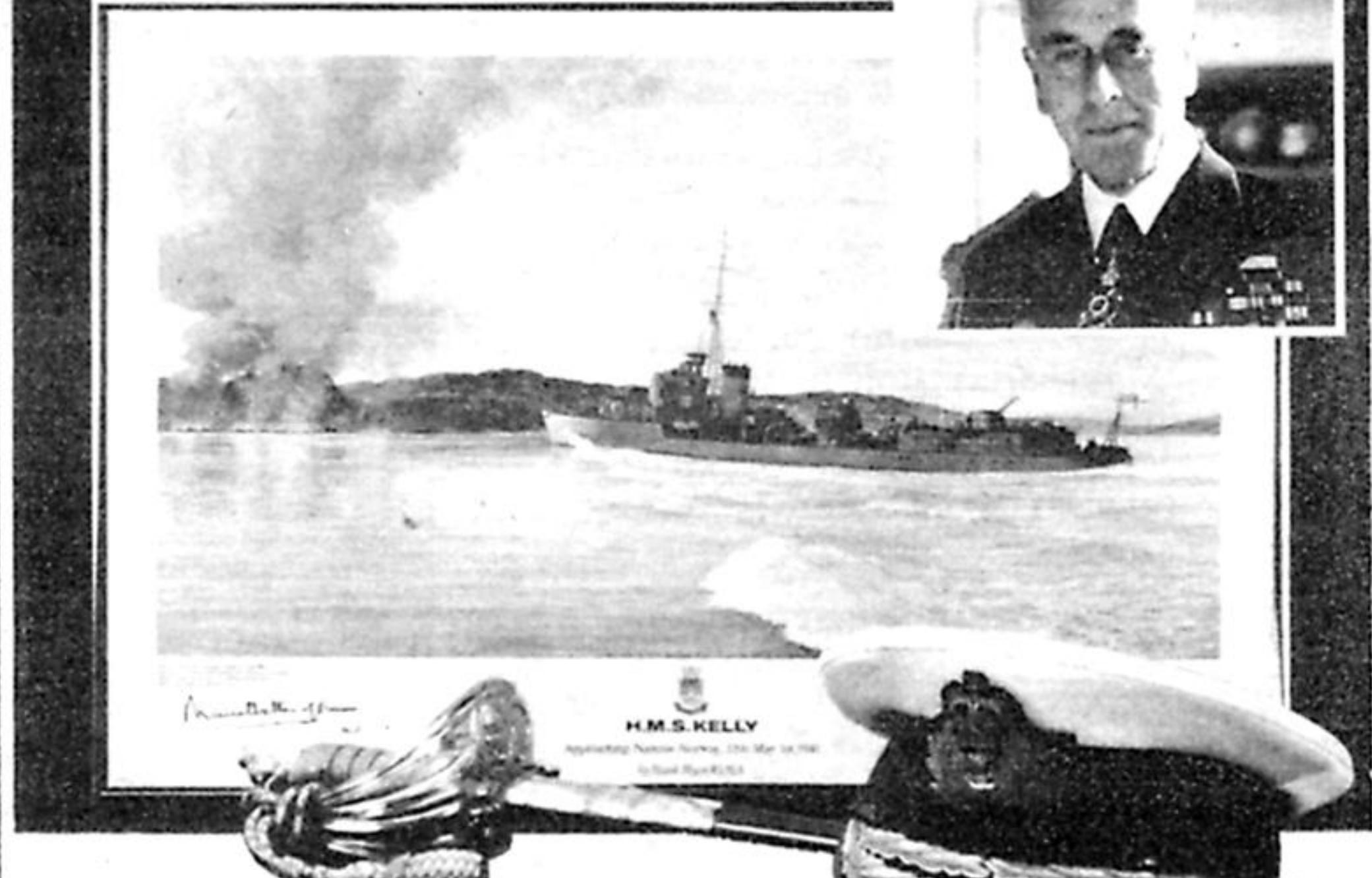
At the recent Dunkirk parades and celebrations, Coventry branch was represented by Shipmate Roy Jones, who carried the branch standard, Shipmate Jim Laurie, who laid a wreath on a seaman's grave in Dunkirk cemetery, and Shipmates Dave Mann and Bert Dunn, who was rescued from the beaches 40 years ago. The large turnout, representing several nations, included a smart contingent from H.M.S. Diomede.

To help to buy their own standard Ferndown, which

commissioned recently, raised £130 from the proceeds of a dance supported by Poole and Christchurch to whom they send their thanks. The standard has since been bought and delivered, and the search is on for a naval or Royal Marines band to play at a dedication service.

According to Macclesfield, the Royal Marines band of C-in-C Naval Home Command, made the day for them when they dedicated their new standard on May 25. The concert, which the band gave that evening in the Majestic Cinema, was one which the town will remember.

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CALLING OLD SHIPMATES

Mr. R. J. Cieplinski, 8803 Kohler Road, Saugus, New York 13456, would like to contact wartime crew members of the submarine H.M.S. Terrapin.

Mr. H. J. Chester, 14 Johnson Court, Faversham, Kent ME13 7RG, is keen to hear from his old shipmate Mr. Frank Oliver, who joined Greenwich R.N. School with him in 1921, then 162 advanced class Shotley 1924.

Mr. Ron (Bungy) Williams, ex-telegraphist, H.M.S. Ganges, Class 111, 1940, and H.M. ships Cleveland and Juliet, would be pleased to hear from any old shipmates.

Mr. G. Worthing, 6 Marshall Close, White Cross, Hereford, asks if anyone remembers a Mr. Weaver who served in H.M.S. Hannibal, as he is anxious to trace his son Derek.

Lieut.-Cdr. Bob Appleton (NRC), one of 23 survivors of the submarine H.M.S. Tempest, sunk in the Gulf of Taranto on February 13, 1942, will be visiting the U.K. on August 23 for 11

days. Before returning to Australia, he would like to hear from his old shipmates. Contact him c/o Pat Court, 16 Lindon Close, Hoo, Rochester, Kent ME3 9DQ, telephone Medway 250915.

Mrs. Elizabeth Liggins, Highwinds, 70 Colesdown Hill, Plymstock, Plymouth, Devon PL9 9AB, on behalf of naval friends in the U.S.A. wishes to contact members of the ship's company of H.M.S. Formidable who were serving when the ship underwent repairs in the U.S.A. 1941-42.

H.M.S. Weston 1939-41: Lieut.-Cdr. R. B. Richardson, 54 Riverview Gardens, Barnes, London SW13 (telephone 01-748-2601) would be pleased to hear from former Yeoman of Signals F. Vernalls, or anyone who can give information of his whereabouts.

Mr. F. T. Sheriff, 1 Haven Close, Rochester, Kent, ME1 2LN, would like to meet old shipmates who served with him in H.M.S. Seaweed, West River gunboat, 1938-40 at the Yangtse River

Gunboatmen's Association reunion to be held in Portsmouth, date to be announced.

Mr. J. H. Howarth, 20 Settlement Road, Belmont, Geelong 3216, Victoria, Australia, says he would give "a month of touts" to hear from any of his old shipmates of H.M.S. Quadrant.

Mr. J. V. Foot, 10 Edward Street, Southport, 4215 Queensland, Australia is visiting the U.K. for eight weeks on August 12 and would like to meet any old shipmates who still remember him.

He joined the R.N. as a Boy Seaman in May 1938, 57 Class H.M.S. St Vincent. He later served (1939-42) H.M.S. Diomede, North Sea and West Indies stations; H.M.S. Duke of York (1943-45); and H.M.S. Relentless (1945-46). He also served in H.M.S. Implacable and on the Provost Staff, East Indies Station, 1947. He can be contacted c/o 50 Westfields Avenue, Barnes, London SW13 0AY, telephone 01-876 2333.

Lord Mountbatten's planned 80th birthday tribute to the men of his wartime destroyer H.M.S. Kelly was overtaken by the tragedy of his death. A limited edition print, prepared with his help and co-operation and countersigned by him, was to have been his gift to each of the surviving Kelly crew members and their relatives.

Both Lord Mountbatten's family and the Kelly Association feel that the print should now be offered to the wider general public who might wish to subscribe to the Mountbatten Memorial Trust to which funds raised from sales of the print will now be devoted.

Having commissioned the original setting for the painting, Lord Mountbatten carefully supervised and approved every stage of its preparation. He was delighted with the final sketches. "That's it. You've caught it exactly," he said. The finished canvas was to have been approved on his return from Ireland.

A daring rescue
Lord Mountbatten considered Kelly's beaguered British and French troops in the disastrous 1940 Norwegian

campaign one of her great achievements and symbolic of the varied role played by HM destroyers in World War II.

The rescue was also a daring piece of seamanship in the finest traditions of the Royal Navy. Volunteering to lead his flotilla in when the odds looked hopeless, Lord Mountbatten approached at a heartstopping 26 knots down the narrow fjord to snatch thousands of allied troops from the blazing jetties.

Art print or 'remarque' edition of H.M.S. Kelly approaching Narvik, 220 May 1940 by Mark Myers RSMA, one of Britain's leading marine artists, is offered as a high quality, full colour art reproduction. In view of Lord Mountbatten's original intention to sign each print, special permission has been granted to reproduce his facsimile signature, posthumously, on the prints.

A very limited 'remarque' edition is also available. This is intended for presentation to Kelly survivors and only the balance from the 250 copies will be offered for sale.

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LADY DIVORCEE, two children, would like to meet gentleman 45+ for companionship. Photograph appreciated. Box No: Navy News 587.

SWEDISH LADY, 51, divorced, wide range of interests, wishes to correspond with a British naval officer. Box No: Navy News 588.

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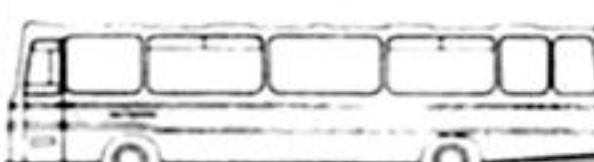
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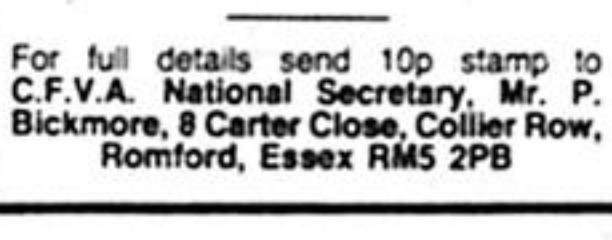
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"... it's another case of 'All bootnecks who can't tapdance...'"



"Be gentle with my boyfriend, Daddy — he's very shy!"

Officer's ice cool warning

A naval officer who stood in an icy road to warn oncoming drivers of a crash hazard has been commended by the Flag Officer Plymouth, Vice-Admiral Sir Peter Berger.

Lieut. Anthony Taylor, Barrack Master of H.M.S. Raleigh, was driving near Bodmin in a violent hailstorm last March. At an icy part of the road where a number of cars had already crashed, he left his vehicle to warn oncoming traffic thus preventing further accidents.

Lifeguard Sharon rewarded

Wren Sharon Dow, who as a lifeguard cadet helped to save four people from drowning at Canvey Island, has been awarded the Royal Life Saving Society's Gallantry Certificate.

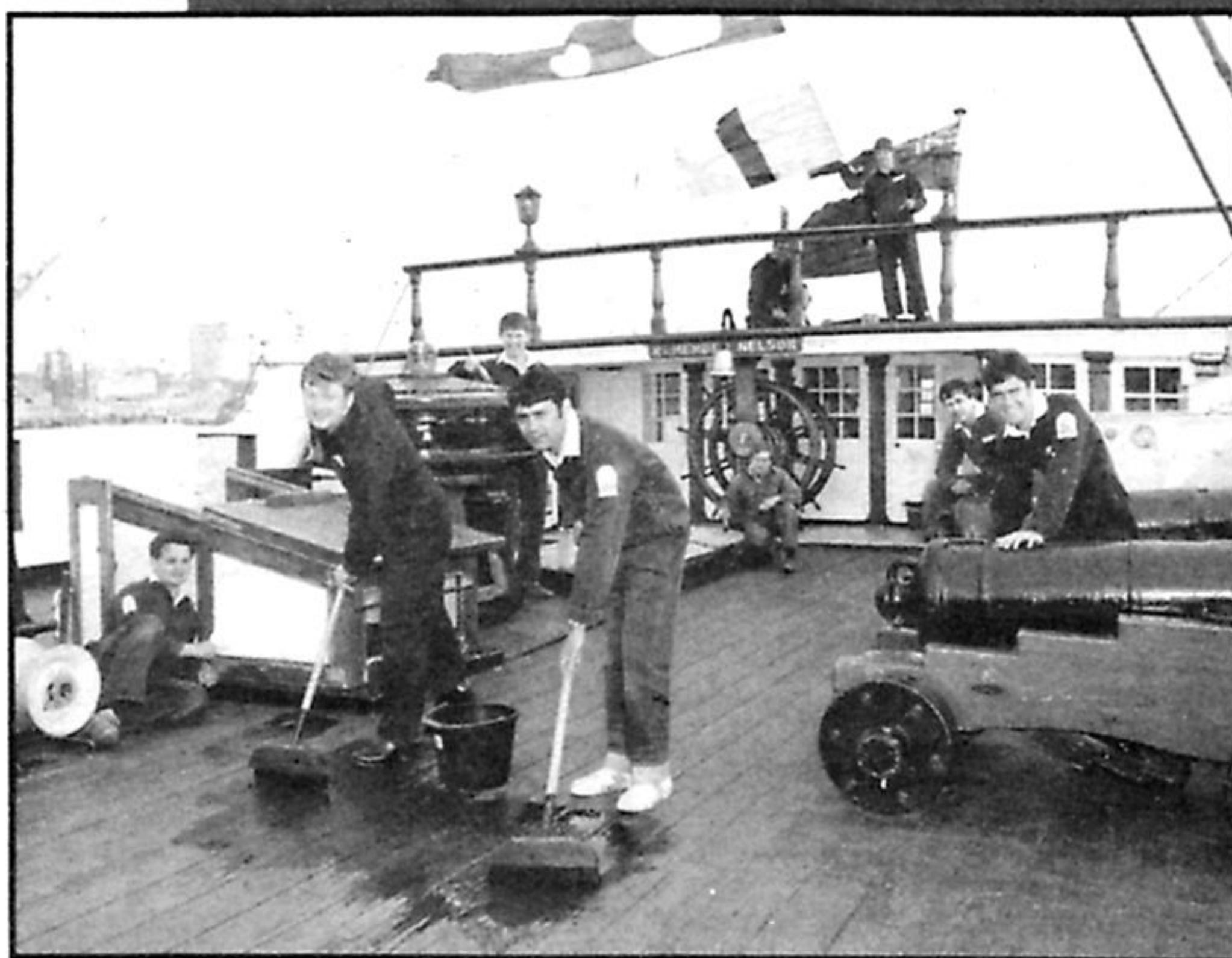
She was presented with the certificate by Commodore C. N. MacEacharn, Commodore of H.M.S. Neptune, where she is serving. Wren Dow, who joined the WRNS last year, took part in the recent Scottish National Life Saving Championships and, at H.M.S. Neptune, is helping others to attain life saving qualifications.

Nurse wins prize No. 2

Assistant Head Naval Nurse Alice Peters, a staff nurse in the QARNNS, has been awarded a prize by the Herbert Lott Naval Trust Fund for the second time in her career.

In 1977 she received £10 for achieving the year's best marks in her advancement exams, and this year she has been awarded £20 for gaining top marks in exams for Head Naval Nurse.

Brushing up on the past . . .



POINTS

The following table shows the total points of the men and women at the top of each advancement roster for petty officer and leading rates.

"Intermediate" (int) indicates that men can expect to be advanced before they are eligible to receive merit points or before the roster can be adjusted to take account of them. This means that the men are advanced in "Basic Date" order. Dates shown against "int" rosters are the basic dates of the top eligible men.

The number following the points (or basic date) is the number of men who were advanced during June.

Extracts of WRNS advancement rosters are given when an examination is required to qualify for the higher rates. WRNS ratings in the MT, Education and Quarters categories are placed on the rosters in seniority order and are not required to pass

an examination.

P (E W) / R S (W) — Dry, 2; LS(EW) / LRO(W) — Dry, 6; PO(M) — Dry, 9; LS(M) — Dry, 44; PO(R) — Int (3.4.80); LS(R) — Dry, 26; PO(S) — Dry, 4; LS(S) — Dry, 13; PO(D) — Dry, Nil; LS(D) — Dry, 3; PO(MW) — Int (28.3.80); 5; LS(MW) — Dry, 9; PO(SR) — Dry, Nil; LS(SR) — Dry, 1; POPT — Int (10.1.80); Nil; RPO — 233, 5; RS — 233, 2; LRO(G) — Dry, 16; CY — Int (19.6.79); 3; LRO(T) — Dry, 3; PO(S) / SM — Dry, 2; LS(S) / SM — Dry, 4; PO(TS) / SM — Dry, 3; LS(TS) / SM — Dry, 13; RS(SM) — 118; Nil; LRO(SM) — Dry, 1; PO(UW) / SM — Int (16.1.79); 1; LS(UW) / SM — Dry, 2; POMEM(M) — Dry, 8; LMEM(M) — Dry, 31; POMEM(L) — Dry, 6; LMEM(L) — Int (19.3.80); Nil; POWEMO — Dry, 6; LWEM(O) — Dry, 15; POWEM(R) — Dry, 6; LWEM(R) — Dry, 19; POWTR — Int (25.7.79); 8; LWTR — Dry, 9; POSE — 226, 4; LSA — Int (6.12.78); 8; POCA — Dry, Nil; LCA — Int (22.10.79); 4; POCK — 465, 5; LCK — Int (26.7.78); 19; POSTD — 229, 4; LSTD — Int (12.3.79); 4; POMA — Int (17.10.78); 3; LMA — Int (23.2.78); 4; POAF / POAM(AE) — 161, 7; LAM(AE) — Int (12.4.78); 13; POEL(A) — Int (14.7.78); Nil; LEM(A) — Int (9.12.77); 5; POREL(A) — Int (21.2.80); 1; LREM(A) — Int (27.10.78); 3; POEL(AW) — Dry, 1; LEM(AW) — Int (4.9.78); Nil; POA(AH) — Int (6.6.79); Nil; LA(AH) — Int (5.4.79); 2; POA(SE) — 636, 1; LA(SE) — Int (18.10.78); 1; POA(PHOT) — 325; 1; POA(MET) — 201, 1; POACMN — Int (23.11.78); 1; POWREN AF(AE) — Dry, 1; LWREN AM — Int (28.4.78); 2; POWREN CK — Dry, Nil; LWREN CK — Int (13.12.79); Nil; LWREN TEL — Int (13.6.78); Nil; POWREN DSA — Int (21.12.78); Nil; LWREN DSA — Int (16.6.78); 3; POWREN MET — 295, Nil; LWREN MET — Int (2.6.78); 1; POWREN PHOT — 389, Nil; LWREN PHOT — Int (7.2.78); Nil; POWREN (R) — Int (6.3.79); 2; LWREN(R) — 78, 5; POWREN RS — Int (19.6.79); Nil; LWREN RO — 114, 6; POWREN STD G — 430, Nil; LWREN STD G — Dry, Nil; POWREN STD O — Dry, Nil; LWREN STD O — Int (4.12.78); 6; POWREN SA — Int (17.7.79); 1; LWREN SA — Int (3.4.79); 8; POWREN TSA — Dry, Nil; LWREN TSA — Int (5.12.77); Nil; POWREN WA — Int (24.5.79); Nil; LWREN WA — Int (16.3.78); Nil; POWREN WTR G — Int (27.3.79); 1; LWREN WTR G — Int (21.2.78); 6; POWREN WTR P — Int (30.5.79); 1; LWREN WTR P — Int (14.12.78); Nil; LWREN WTR S — Int (16.10.79); Nil; POWREN D HYG — 84, Nil; POWREN REG — Int (6.11.79); Nil; POWREN PT — Int (10.6.80); 3.

The Basic Dates quoted for WRNS ratings in the following categories, which have no examination for the next higher rate, are applied in accordance with BR 1066 Chapter 22:

POWREN QA — Dry, Nil; POWREN ED — Int (29.1.78); Nil; POWREN MT — Int (2.3.78); Nil; LWREN MT — Int (20.10.78); Nil; POWREN TEL — Int (19.7.78); Nil.

OFFICER PROMOTIONS

Provisional half-yearly selections for promotion to date December 31, 1980 are as follows:

SEAMAN: To captain — J. F. Stewart, D. Whitehead, R. M. Lawson, P. B. Rowe, J. A. L. Myres, J. D. L. Backus, D. Hart-Dyke, R. B. Mortlock, G. W. R. Biggs, P. C. Abbott. To commander — P. G. Hancock, P. J. Christmas, P. S. Buckley, D. A. Blythe, C. E. G. Bonner, D. J. Alexander, A. T. Lightoller, K. J. McK. Ayres, A. F. Hutchison, J. J. Pearson, R. W. White, G. S. Davison, J. I. Parkes, N. R. Essenhugh, J. McLees, T. M. Masterman, C. H. Buckle, C. W. Wreford-Brown, C. J. Freeman, M. P. Gilbert, P. A. Fish, P. J. Mosse, A. G. McEwan, D. P. C. Russell.

ENGINEERING: To captain — J. Cunningham, A. K. Potter, T. J. Meadows, T. G. Bowen, D. L. Rees, D. K. Bawtree, R. E. MacLachlan, M. S. Ashby.

To commander — R. P. P. Burkitt, N. J. Regan, R. A. L. Smallwood, C. D. D. Colby, C. Field, R. A. Burgess, G. W. Lane, K. D. Fordham, C. M. Denes, D. G. Gurney, P. J. Organ, R. F. D. Colby, C. A. M. Parrish, R. J. N. Hibbert, M. R. Marks, J. A. Beynon, R. H. Coward, D. H. G. Morgan, M. C. Shirley, R. G. Bryan.

SUPPLY & SECRETARIAT: To captain — C. G. Allen, J. Carine, R. K. Arthur. To commander — B. J. Matthey, H. M. Humphreys, M. J. Hopker, J. A. Roberts, J. L. Knight.

INSTRUCTOR: To captain — M. M. Barnett.

To commander — J. R. Smith, J. Hartley, J. M. Collard, A. D. Mitchener, D. C. Murray. **MEDICAL:** To surgeon captain — J. B. Gornall, W. Whitrow.

PROMOTIONS TO CHIEF

Authorisation for promotion of the following rates to chief petty officer, chief artificer, or chief mechanician have been issued:

REGULATING BRANCH
To MAA — C. J. McCulloch (Ajax), P. R. Hill (Neptune), J. Tomkinson (Osprey).

COMMUNICATIONS
To CRS — J. K. Webster (RNR Tyne). To CRS(W) — P. S. Morton (Excellent). To CRS(SM) — B. D. Bush (Renown, Port).

OPERATIONS BRANCH (SEAMAN GROUP)
To CPO(OPS)(M) — W. J. Scoales (Daedalus), H. Sutherland (Eskimo), K. A. Denby (Dryad).

To CPO(SEA) — G. Clark (Excellent). To CPO(OPS)(R) — R. S. Knox (Rooke), P. Chappell (Raleigh).

To CPO(UW)(SM) — T. I. Jackson (Vernon).

To CWREN(R) — S. Dowling (Dryad).

MARINE ENGINEERING
To CMEM(M) — C. R. Willoughby (Devonport FMB), B. Cuthbert (Rooke), M. Dixon (Norfolk).

WEAPON ENGINEERING
To CWEM(R) — M. A. Grigor

To surgeon commander — P. T. Bull, S. Merrill, N. F. Lightfoot, R. T. Counter. **DTARD:** To surgeon captain (D) — D. M. Lindsay, B. Robinson.

To surgeon commander (D) — J. Harropes.

ROYAL MARINES: To colonel — H. J. Flaman.

To lieutenant colonel — A. F. Whitham.

To major — G. D. B. Keelan, A. P. Grant, D. M. Parkinson, P. A. Whittaker, A. D. Wray, P. M. H. Dunn.

ROYAL NAVAL RESERVE

The following promotions have been made to date June 30, 1980.

SEAMAN: To captain — B. Judkins.

To commander — B. G. Mavity, D. Rankin, S. G. Pearce, P. R. Davies.

MARINE ENGINEERING: To commander — A. I. B. Moffat, J. K. Cole.

SUPPLY: To captain — T. Almond.

NAVAL CONTROL OF SHIPPING: To commander — P. C. Tambling.

HEADQUARTERS: To commander — G. W. Maycock.

MEDICAL: To surgeon commander — N. A. Malcolm-Smith.

DENTAL: To surgeon commander (D) — R. A. Peebles.

WOMEN'S ROYAL NAVAL RESERVE

To first officer — C. Barnett.

Royal Navy provisional selections for promotion to date June 30, 1980 are confirmed, with the exception of Lieut-Cdr I. Corsie, who has declined promotion and applied for voluntary retirement.

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Newcastle adds a touch of colour

Stickers proclaiming "The Navy's Here" abound in Ward 26 of Newcastle General Hospital — and tell the story of a close friendship between the young patients and the Type 42 destroyer which took the city's name.

H.M.S. Newcastle has been affiliated to the ward since June, 1978 and members of the ship's company have often visited the children.

Now, the youngsters have a permanent reminder of their "chummy ship" in the shape of a colour television set — the first large donation to the ward since the affiliation started.

The Newcastle's commanding officer, Capt. Norman King, visited the ward with CA Ian Horsbrugh and MEM(L) Alan Ludlow to present the gift. With them in the picture are five young patients — Colin Arkley, Simon Tibbs, Derek Gardner, Mark Robson and Jacqueline Burrow.

□ □ □

It was laughs all the way when members of the Allied Forces Southern Europe H.Q. in Naples dreamed up a game of multi-national cricket. The AFSOUTH Plans and Policy Division formed two teams comprising Britons, Greeks, Italians, Turks and Americans — men and women. The result — Plumer's Pirates 35 runs, DACOS's Diehards minus 26 runs!

□ □ □

Culdrose Motor-cycle Club sallied forth for the first time on a trip which took its members — on 38 machines — along much of the southern Cornish coast. Club

Birmingham Trust work

An expedit from H.M.S. Birmingham occupied a National Trust camp site at St Gabrels, near Chideock in Dorset for two weeks to carry out some valuable work for the Trust.

This included rebuilding a 400-yard fence and clearing paths. The team also visited R.N. air station Yeovilton and the Fleet Air Arm Museum.

NAVY NEWS IN BRIEF

organisers PO Paul Coppins and LA Dave Clachan are planning more runs and welcome new members, regardless of machine capacity.

□ □ □

The book based on H.M.S. Norfolk's Group Eight deployment has been delayed by printing problems, now resolved. The publishers say this delay is much regretted and that every effort will be made to make delivery in the near future to those who ordered.

There may also be a few extra copies available and anyone wishing to order should send

name, address and £6 for each copy ordered to PRO, H.M.S. Norfolk, BFPO(Ships) London.

□ □ □

Thirty-five members of the R.N.R. Postal Branch had something to write home about when they trained for two weeks with 3 Postal and Courier Regiment at Dusseldorf, West Germany.

□ □ □

National Day ceremonies honouring Britain were held at the headquarters of the Supreme Allied Commander Atlantic in Norfolk, Virginia. Rear-Admiral J. B. Hervey, national liaison

representative to SACLANT, received the colours from Admiral Harry D. Train II, Supreme Allied Commander Atlantic. The ceremonies are held annually at the headquarters to honour nations on their national days.

□ □ □

Twenty-four trainee cooks from H.M.S. Pembroke formed a guard of honour for the mayor's civic parade at Pembroke town in Dyfed, South Wales. They were joined by the Royal Marines Band of the Flag Officer Plymouth. The Captain of H.M.S. Pembroke, Capt. Ken Wilcockson, has been renewing links with the town and

was chief guest at the banquet following the mayor making.

□ □ □

Members of the Mechanics Training School at H.M.S. Collingwood were overall winners in the establishment's annual sailing and pulling regatta in Portsmouth Harbour. The victors achieved the highest number of points in competition with Collingwood's three other schools.

□ □ □

Six junior sailors from H.M.S. Osprey conquered the 45-mile Ten Tors circuit on Dartmoor to finish

£6,000 a week!

In an inflationary era when the staggering cost of public projects attains mind-boggling proportions the lack of the odd nought here and there may not register with some people.

Last month, in its regular Navy News page, the Royal Naval Benevolent Trust placed an advertisement in which they told readers they were now giving world-wide help to the extent of £600 a week.

To many that would seem a lot. In fact, the figure is ten times greater, with the missing nought bringing up the figure to an impressive £6,000 of aid a week, including help in the kind of heart-touching cases mentioned last month.

As a report on the R.N.B.T. page explained, the Trust gave out nearly £317,000 in grants and annuities last year — more than £62,000 up on the previous year. A total of 168 grants was made to serving personnel (average £87), while the average grant overall was about £75.

first among the naval teams competing in the annual event. Four hundred youth teams took part, the winning naval team being led by NAM Simon Hall.

□ □ □

The Navy's last chief joiner — as far as we can ascertain — has just left the Careers Service. Ken Keirle retired from the West Midland Region at the end of last month after 33 years with the Royal Navy and Careers Service. Although he left as a CPO(CAS), Ken is believed to have been the Navy's last chief joiner. Unless anyone knows better . . .

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Certificate of reassurance!

Pieces of paper may not open every door in what some ex-Servicemen may find a second career job jungle. But certificates proving achievement can help immensely, particularly in difficult economic times, and recent years have seen the Royal Navy make big strides in pursuing civilian recognition for its ratings.

With trade training in the Forces representing considerable effort on the part of trainee and instructor, it makes sense to have as much as possible to show for it, both inside and outside the Service.

Some of the best-known trade qualifications are awarded by the City and Guilds of London Institute, whose certificates help the Navy in a number of ways. They can act as a recruiting "carrot" for those trades and specialisations which qualify for one on successful completion of a course.

Later, they offer Service personnel reassurance when signing on for retention, and finally they can help in finding a job when resettlement time comes up. In times of rising unemployment, maximum qualifications take on added importance.

Since 1970 about 53,000 personnel from all three Services have qualified under a special scheme providing certificates to those who do well on a Service course recognised by City and Guilds. One in six of these have been R.N. candidates, while others have taken examinations on their own initiative.

City and Guilds, started 102 years ago by the Corporation of the City of London ("City") and 16 of the City Livery Companies ("Guilds") to look after technical education in Britain, is now the world's largest technical examining body.

YACHTS

It produces schemes of technical education, sets examinations and establishes national standards of expertise. Each year there are about half a million candidates for its examination, including 10,000 in the three Services and 50,000 in about 60 overseas countries.

Its range of over 300 subjects extends from agriculture through the alphabet to vehicles and yacht building. In British industry are millions of men and women who have "got their City and Guilds."

At the centenary thanksgiving service in St Paul's in 1978,



the Duke of Edinburgh, as president of the Institute, said, "I am wholly confident that the City and Guilds of London Institute will continue to offer invaluable services to young people as long as crafts and skills are needed in human society."

Between 1878 and 1973 skilled people in all but a few sectors of industry, and broadly classified as operatives, craftsmen and technicians, could be rewarded with a City and Guilds certificate. A Government decision in 1973 resulted in the setting up of the Technician Education Council (TEC) to provide new certificates to replace the HNC, ONC and City and Guilds FTC.

This is why TEC Schemes are gradually superseding City and Guilds — but at the technician level only — over a phased programme which will take some years yet to complete. Operatives and craftsmen continue with City and Guilds.

On passing out, Royal Navy artificer apprentices and mechanicians now qualify for TEC awards for courses started after August 1976 — where previously they may have received City and Guilds.

Unfortunately, there are some experienced men who will not have received either a TEC award or a City and Guilds Technician's Certificate — they may have qualified before

recognition started. But they could apply to a member society or institution of the Engineers Registration Board to be considered for Tech(CEI) or T. Eng.

Royal Navy personnel can qualify for City and Guilds in several ways. By agreement between the Institute and MOD (Navy), some courses and examinations are assessed for standards and syllabus content and recognized as equivalent to an existing City and Guilds scheme.

Successful trainees then receive a City and Guilds Certificate based on agreed examination set by the Service. In some cases the award is based on a package of training and experience, followed by further training.

INDEPENDENT

Alternatively, the sailor or Wren by studying privately can take the national City and Guilds examination in the chosen subject independently as an external candidate either at a technical college or in the unit if it is already an institute examination centre.

To be an external candidate, approval of the Institute is normally required and this will depend on whether the trainee is entitled by trade standard to enter the examination. A list of minimum standards is available from the Institute in



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agreed by MOD(Navy), depends on candidates being entered during the course for the award, which cannot therefore be made retrospective unless the DCI allows it.

So personnel cannot claim a certificate simply by virtue of a Service qualification, even if they have completed a course which has since been recognized. But they might be well placed to take a similar course and examination at a local technical college.

Technical experts from all three Services provide the Institute with valued help as members of its advisory and moderating committees, and as examiners.

ADVICE

The Institute's Service Liaison Officer, Cdr. B. R. Bland, R.N. (Retd.), is responsible for negotiations for recognition of Service training for City and Guilds certificate. He also arranges assessment of the course syllabuses and examinations and controls entries, fees and issue of results and certificates.

He is available for advice to Servicemen, ex-Servicemen and their employers, but serving personnel should contact their Education Officer first. Address for correspondence is Services Liaison Officer, City and Guilds of London Institute, 46 Britannia Street, London, WCIX 9RG.

the handbook "City and Guilds and H.M. Armed Forces."

When day release can be given or evening classes are available, Service personnel

can attend local technical college courses and take the examinations.

The system of recognition of Service courses by Institute,

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The Robert Taylor print of H.M.S. KELLY at £4.95 joins the H.M.S. ARK ROYAL print at £3.45 and the "LAST PHANTOM" at £2.20. Post and packing on up to any five prints is 50p.

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IS THIS FOR YOU?

Many members of the Royal Navy and Royal Marines can qualify for City and Guilds certificates through Service courses. Here are the awards to be gained in this way, together with date of recognition of the courses.

Operations Branch

LS: 543 Part I — Nautical craft studies (S), Jan 1970.
PO: 543 Part II — Nautical craft studies (S), Jan 1970.
LRO: 547 Part I — Naval communication (S), Jan 1970.
RS: 547 Part II — Naval communication (S), Jan 1970.
LRO(G) and (T): 777 Part II — Communication operator (S), Jan 1979.
LRO(SM): 777 Part II — Communication operator (S), Jan 1979.

Supply Branch

LCK: 706/2 Part II — Cookery for the catering industry, Jan 1978.
POCK: 707/2 Part II — Cookery for the catering industry, Aug 1971.
LSTD: 707/1 Part I — Food and beverage service, Oct 1972.
POSTD: 717 — Alcoholic beverages, June 1974.

Fleet Air Arm

LACMN: 542 Part I — Aircrewman (S), Apr 1974.
POACM: 542 Part II — Aircrewman (S), Apr 1974.
LA(Se): 541 Part I — Survival equipment (S), Nov 1974.
NA (JSOP) qualified: 744/1 — General photography, Dec 1979.

Medical Branch

MA: 540 — Basic medical services (S), Mar 17 1975.

Royal Marines

Signaller S1: 777 Part II — Communication operator (S), Jan 1976.

Vehicle Mechanic CI III: 380 Part I — Motor vehicle craft studies, Nov 1979.

Vehicle Mechanic CI I: 381 Part III — Motor vehicle craft studies, Jun 1979.

Assault Engineer CI I: 584 — General building work operatives, Jan 1970.

Among courses now under consideration for certificates are:

LWRENPHOT: 744/1 — General photography.

Carpenter and Joiner RM: 585 — Carpentry and joinery (Craft).

LWEM (O) and (R): 232 — Electrical and electronic craft studies.

Certificates are being negotiated with H.M.S. Sultan for LMEM(M) and (L), also, POMEM(M) and (L).

The date of recognition shown above means that if you qualified on or after this date you may be eligible.

(S) denotes H.M. Forces Special Certificate, awarded where no civilian equivalent is available from those listed in the Candidate's Guide.

Men of the Ops. Branch who have been confirmed LS, PO, LRO and RS since November 1979 will receive their certificates soon.

Shining voyage for Baltic trio

H.M. ships Ajax and Active of the 8th Frigate Squadron were joined for a memorable mini-deployment to the Baltic by R.F.A. Green Rover. The trio visited Karlskrona and Stockholm together, after which the Active sailed for Bremen and the Ajax and Green Rover visited Copenhagen.

Karlskrona, a naval port on the south-east coast of Sweden, is celebrating its 300th anniversary as a city and made the three ships very welcome. Lots of local publicity helped to make the visitors a popular attraction, and about 4,000 local inhabitants toured the ships.

A close liaison with the Swedish Naval Base was developed, leading to exchange visits and facilities for the ships' companies.

After this excellent introduction to the Swedish people, H.M.S. Ajax sailed for Hano Island 25 miles to the west, to spend a day at the old naval cemetery there.

The Royal Navy used the island as the main base for its Baltic Fleet during the Napoleonic Wars, and some English seamen are buried there. British warships in the area customarily visit the cemetery.

Plaques

The Ajax's commanding officer, Capt. Mike Rawlinson, delivered a large wooden cross to the island in 1973 while in command of H.M.S. Plymouth. This time he delivered copper plaques from H.M.S. Victory, commemorating the names of the sailors buried there.

One hundred of the ship's company spent the morning clearing up the cemetery, after which a service of remembrance was held, attended by the islanders and led by Father Paul Chamberlain. The ship's company was lavishly entertained at a barbecue, and at sunset the Ajax weighed anchor and did a steam past the harbour.

Two days later all three ships entered Stockholm for an unforgettable visit, beginning with the beautiful passage through the Island



Shining ships upon a shining sea... H.M.S. Ajax (above) glides through the flat-calm Baltic during a memorable deployment to Sweden and Denmark. One of the ships which accompanied her was R.F.A. Green Rover (left). The fleet tanker was not armed with a new type of rocket as this picture seems to suggest — a closer look will reveal that the curious-looking scarlet tower is in fact a beacon off the ship's port side.

Archipelego. In glorious weather, the sailors found themselves involved in a hectic programme of tours, visits and sports. The ships, berthed in the centre of the city, attracted about 6,000 visitors.

Capt. Rawlinson had the honour of

calling on the King of Sweden, King Carl Gustav XVI.

Active's soccer team beat the Swedish Naval College 5-1, but the squadron cricket XI was well beaten by Stockholm C.C., and rugby, hockey and sailing fixtures against

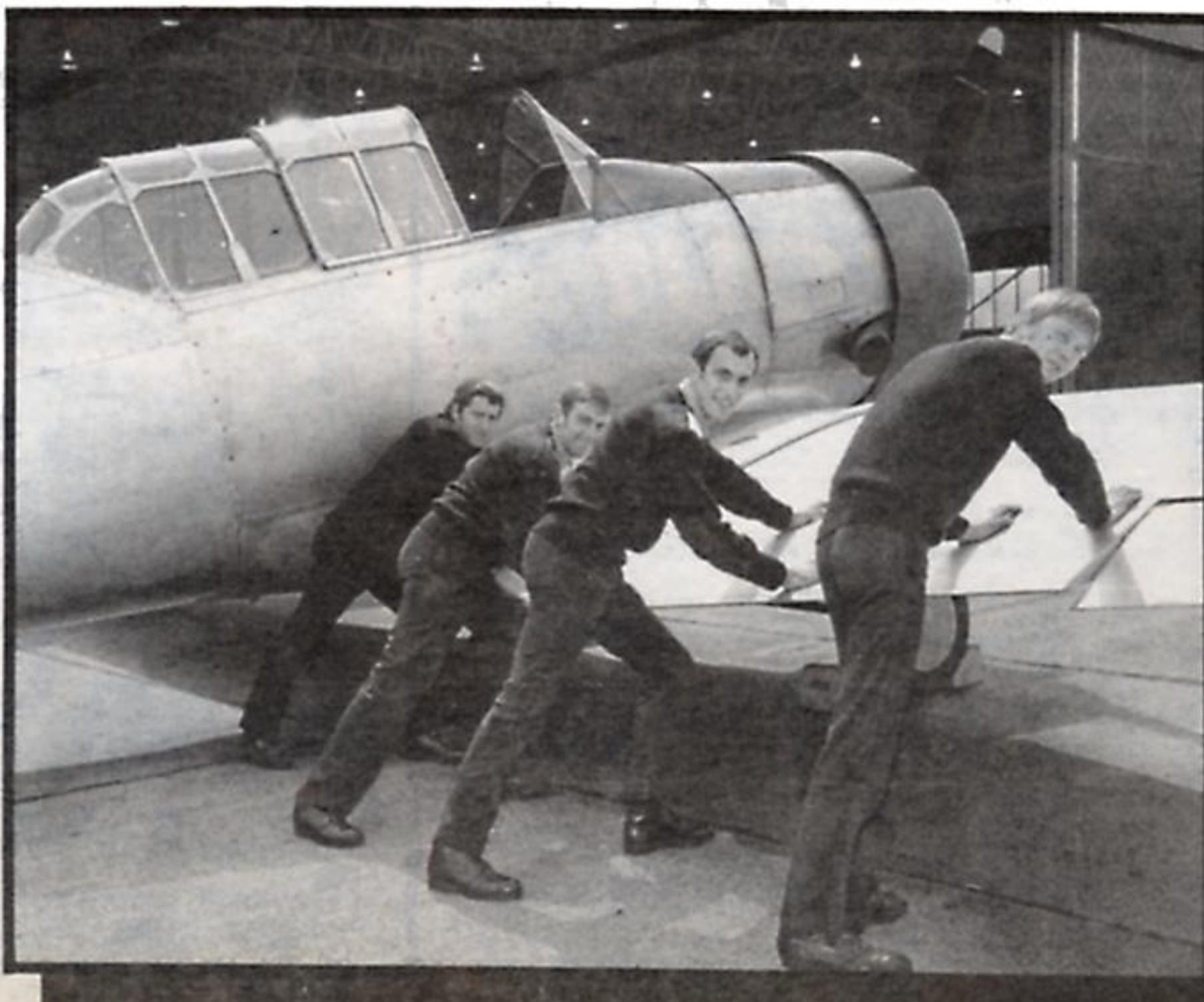
local opposition produced mixed results.

Despite Sweden's reputation for being an expensive run ashore, the eagerness of the people to look after the ships' companies did much to help

the finances and added immeasurably to the enjoyment of the visit.

While the Active went through the Kiel Canal for her visit to Bremen, the Ajax and the Green Rover sailed to Copenhagen for the final Baltic call.

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Harvard graduates

It's "chocks away" for this Harvard Mk III trainer, which has graduated to the Royal Navy Historic Flight at H.M.S. Heron, Yeovilton.

The aircraft has been restored to flying condition by the ratings in our picture — from left, POAF John Brooks, POAF Brian Vincent, AMN1 Bob Shadbolt and LAM Neville Skinner.

Harvard No. EZ407 was in service with the Royal Navy from 1944 to 1949. In 1956, following seven years in store, it was transferred to the Portuguese air force where it remained until its return to the R.N. in September last year.

Picture: LA(Phot) Nigel Thomas.

Hush-hush fliers soar to new heights

The men and women who like to soar silently above their day-to-day problems sell the sport of gliding in terms like this: "Have you ever looked towards the clouds on a sunny day and wondered how it feels to soar above earthborne mortals? Have you forgotten the feeling of total exhilaration, or the challenge of learning new skills? Or do you just find yourself wondering what to do at the week-end?"

The suggestion is to try an air experience flight. "It could even change your whole life," is the inviting, high-flown phrase. (An improvement on the car sticker seen the other day to the effect that glider pilots "do it quietly")!

Certainly, the enthusiasts thoroughly enjoy themselves, including members of Portsmouth Naval Gliding Club which operates from the airfield of H.M.S. Daedalus at Lee-on-Solent.

Influx

Now the second largest Service gliding club in the U.K., it is currently enjoying an influx of new aircraft, better facilities and increased activity.

Recently delivered from Germany, the Standard Astir II sailplane has surprised many with a performance better than world championship craft of a few years back. This aircraft, purchased with help from the Sailors' and Fleet Amenities Fund, is the first glass-fibre sailplane acquired by an individual naval club.

Combining competition performance with easy handling, the Astir design allows relatively inexperienced club members to sample the joys of a kind of flying previously reserved for the pundits.

But the most efficient glider is simply a load of expensive material without the means of launch. However, the Portsmouth club has just received a new towing



aircraft to replace the faithful Tiger Moth biplane which, after years of valiant service, is now enjoying a spot of well-earned retirement at Yeovilton.

The new machine is a Chipmunk, registration G-BAVH, otherwise known as Victor Hotel. This aircraft, an ex-R.A.F. Dishforth tug, comes to the club



ABOVE: With the Solent and H.M.S. Daedalus for a backdrop, Portsmouth Naval Gliding Club's new towplane is demonstrated by deputy chief flying instructor Squadron Leader Bob Potgieter. LEFT: CSgt "Nobby" Clarke prepares for launch in the new Astir sailplane. In the background chief flying instructor Lieut. Phil Moore warms up the towing aircraft.

fresh from refit and has already made significant contributions in speeding up the launch rate and cutting costs.

Primary aim of the club is to provide gliding facilities for naval personnel and their families at the lowest cost possible. Prices, about a third of those charged in civvy street, mean that people can learn to fly solo in a glider for less than half the amount the average person pays in car driving lessons up to the first test, says the club.

For someone really keen, a gliding certificate could be theirs around six months from scratch.

Training

The club operates on Saturdays and Sundays and on Wednesday evenings. It provides training in any one of four two-seat gliders ranging from the open-cockpit T21 to a high performance Blanik. Single seaters, apart from the new Astir, include

a Swallow, Pirat, Skylark 4 and, on a rota basis, use of the R.N. "Hot Ship" PIK 20, which is shared with the naval clubs at R.N. air stations Culdrose and Yeovilton.

In addition there is an active social scene, including club bar, week-end expeditions, and a programme of talks and films.

A course held earlier in the year broke records with more than 700 aerotow launches in a ten-day leave period. Nearly all the 19 course members flew solo and gained their pilot's certificate.

There were also special facilities for the Britannia Royal Naval College Dartmouth and a cross-country gliding task week which enabled naval competitors from Portsmouth, Yeovilton and Culdrose to gain valuable practice for the inter-Service gliding competitions at R.A.F. Greenham Common, won this year by the club's vice-chairman, Cdr. "Bunny" Hale, of H.M.S. Daedalus.



ABOVE: The Blanik sailplane is put through its paces. RIGHT: in the cockpit of the PIK 20, instructor NA John Smith is briefed by Lieut. Moore. Looking on is CPO Bob Sinden of H.M.S. Daedalus.



Pictures by H.M.S.
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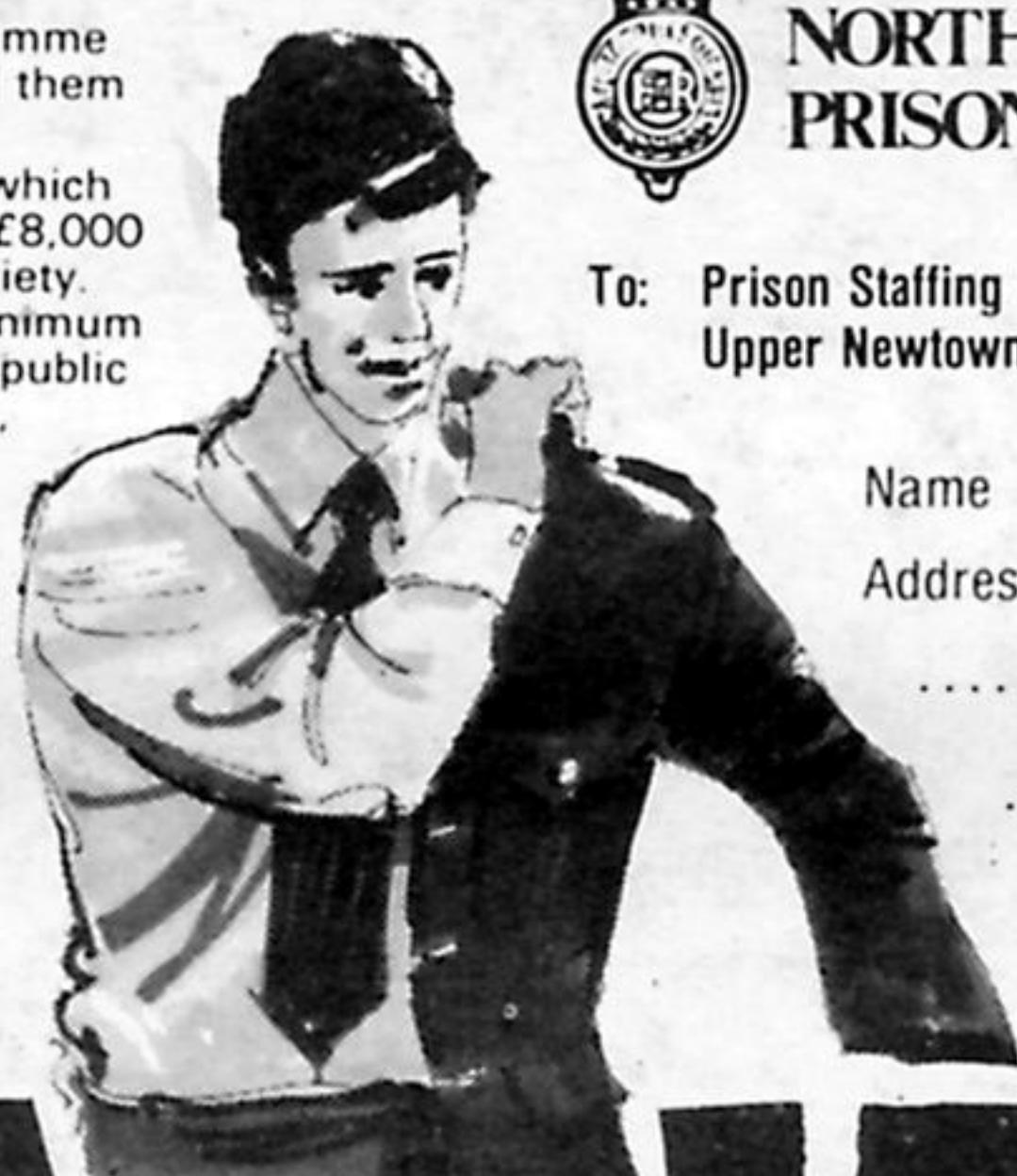
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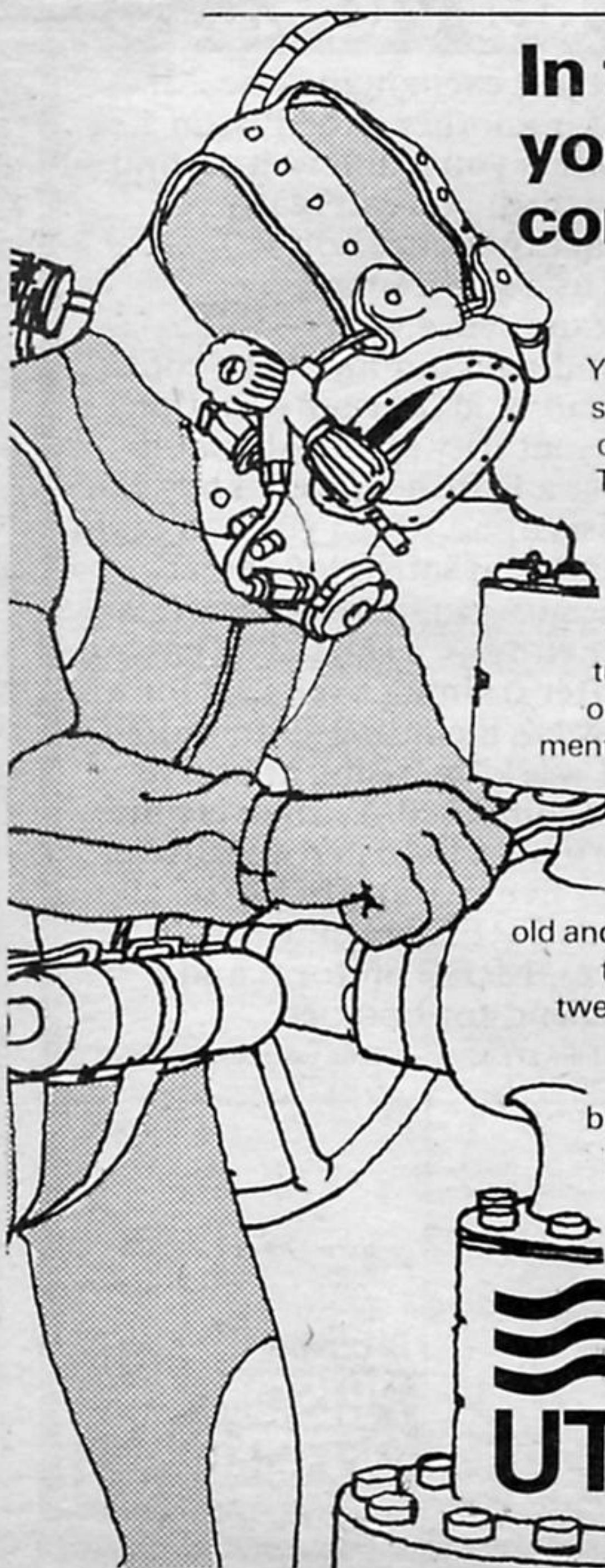


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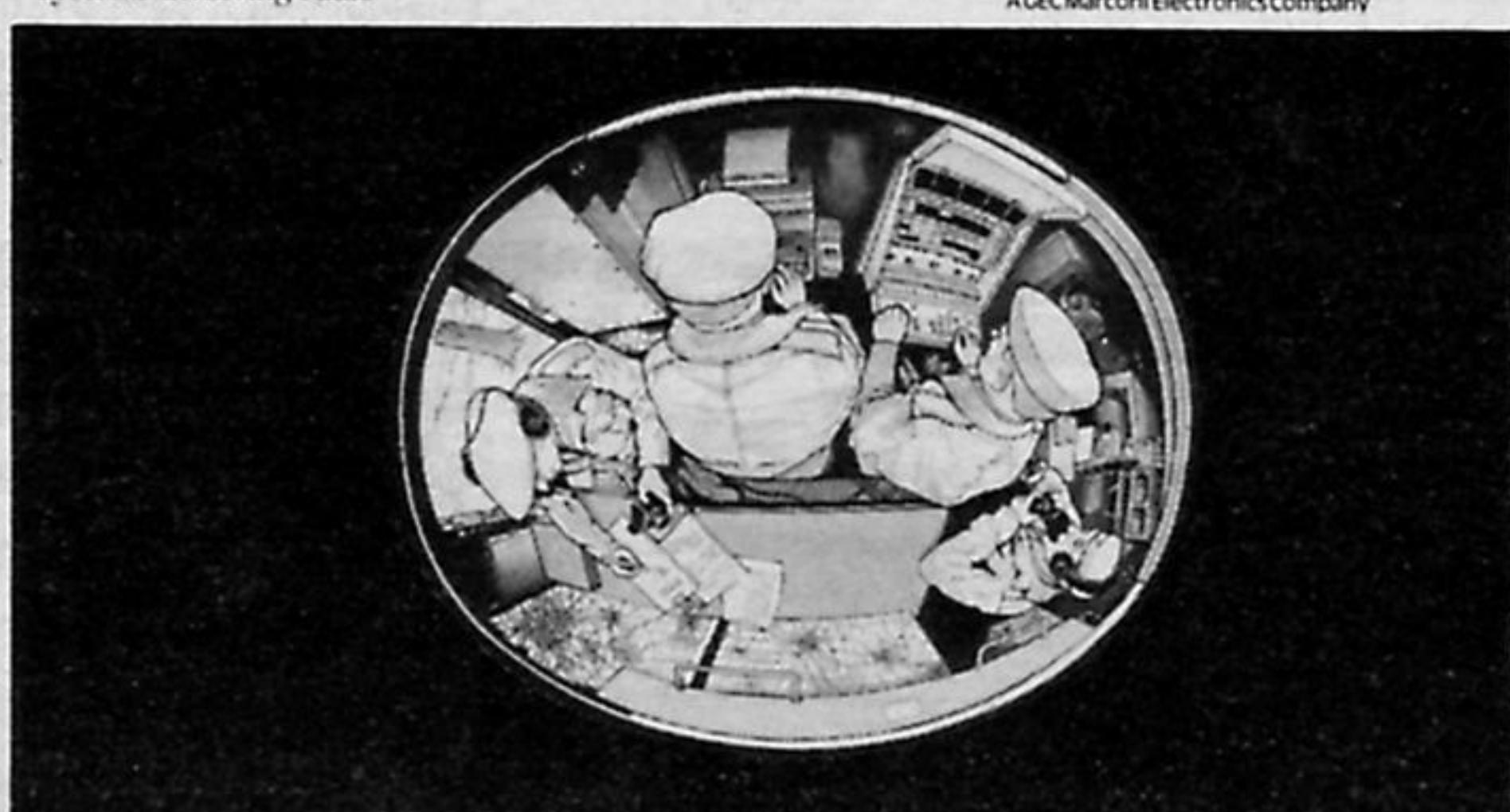
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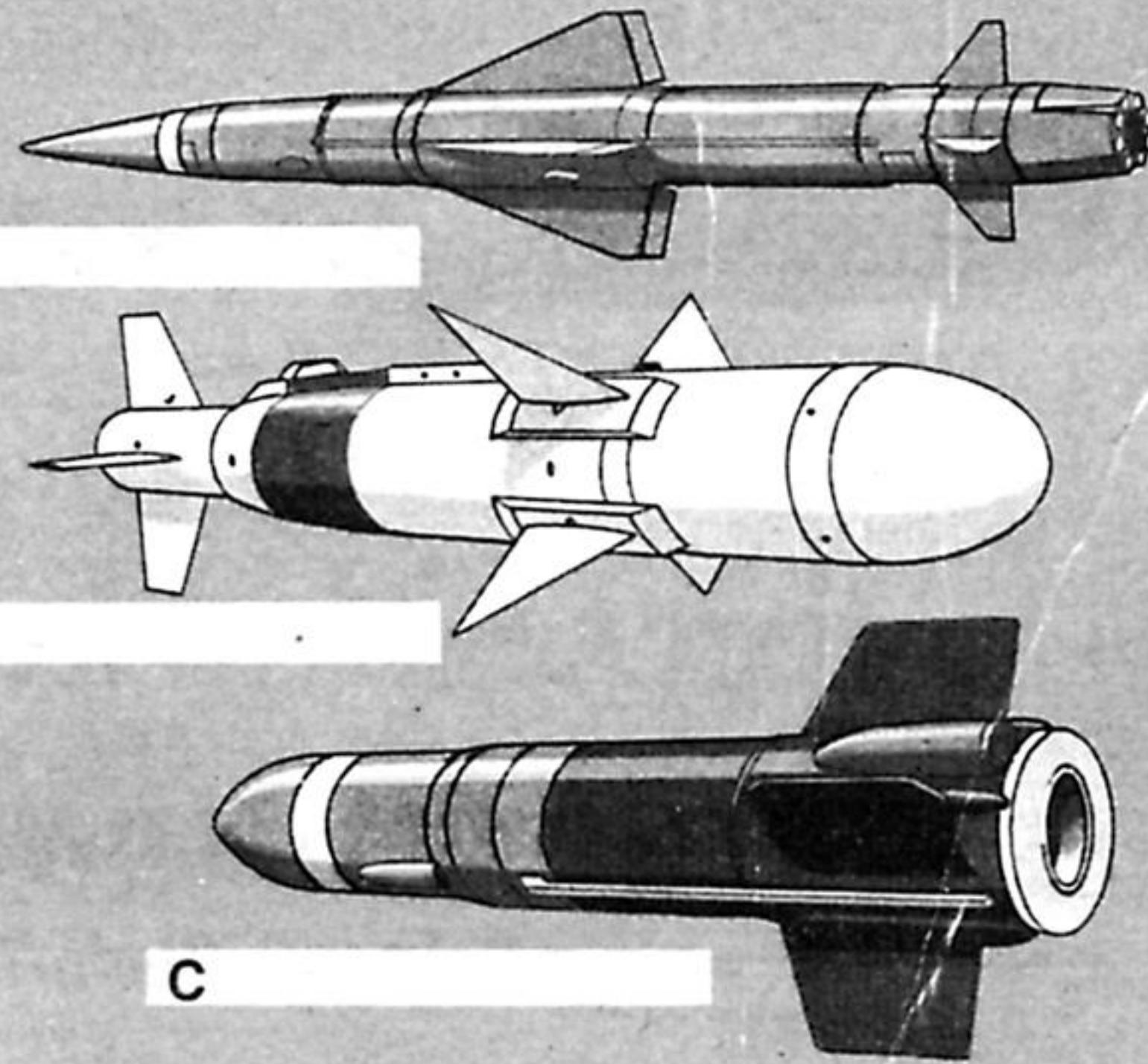
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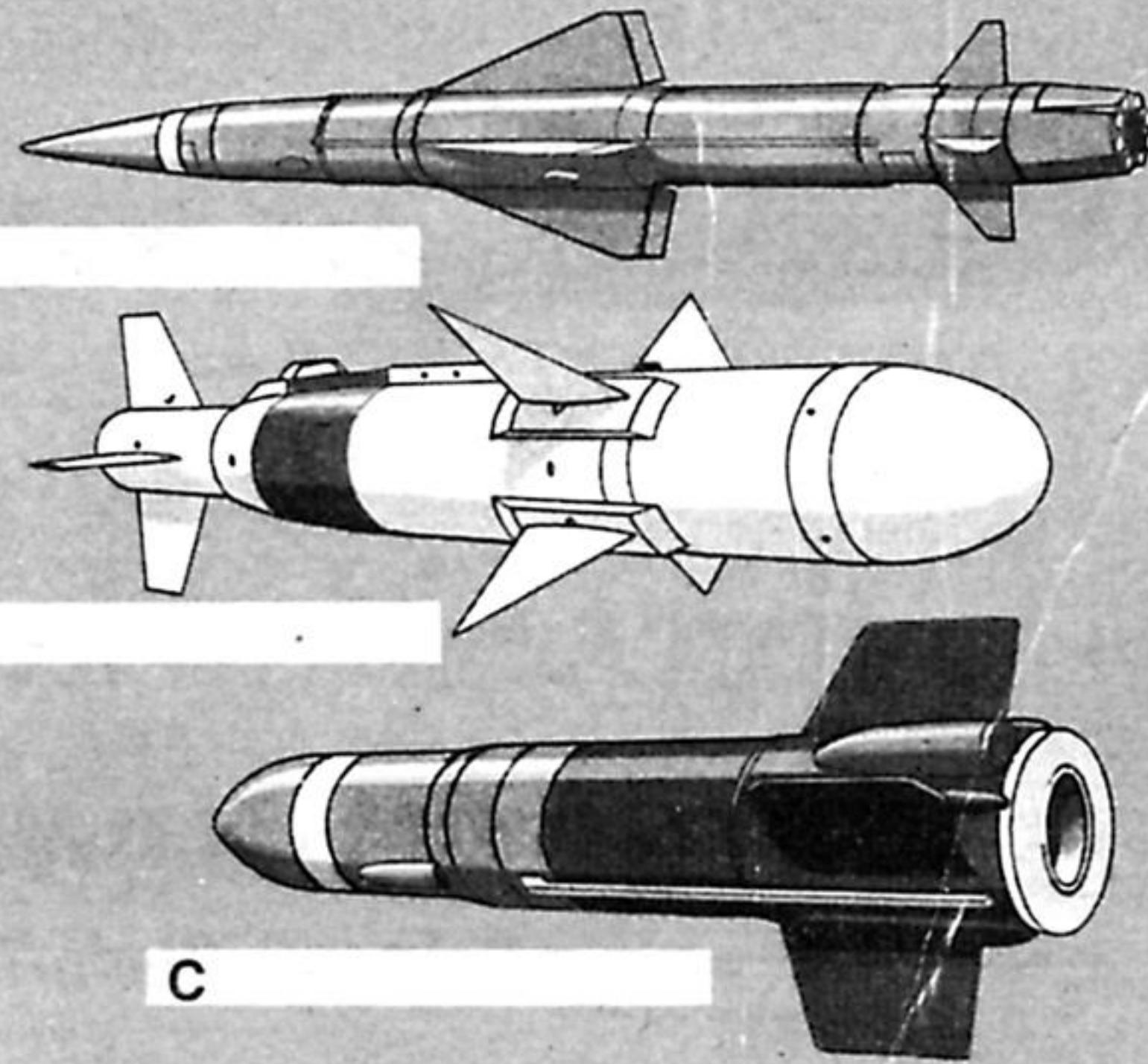
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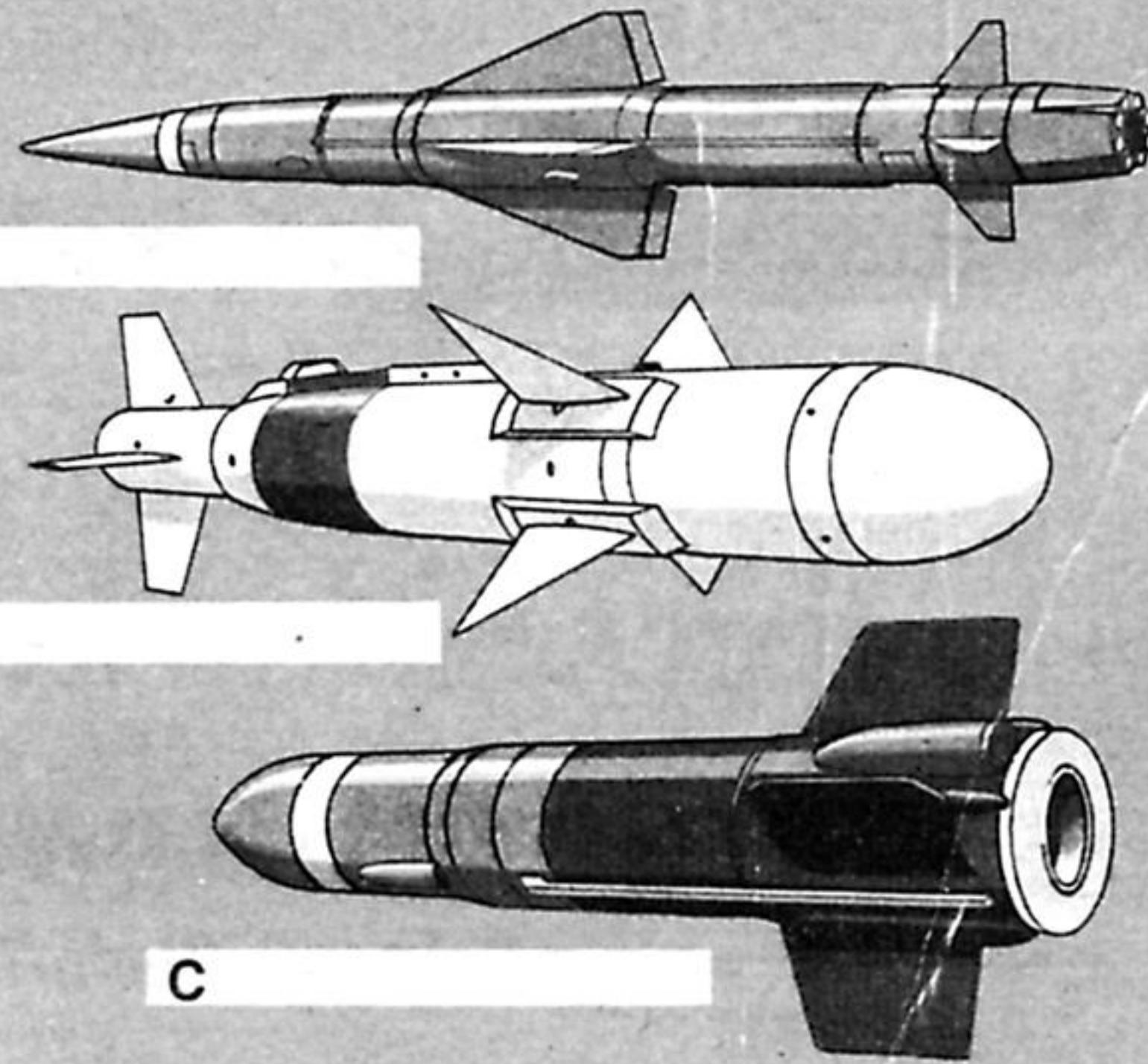
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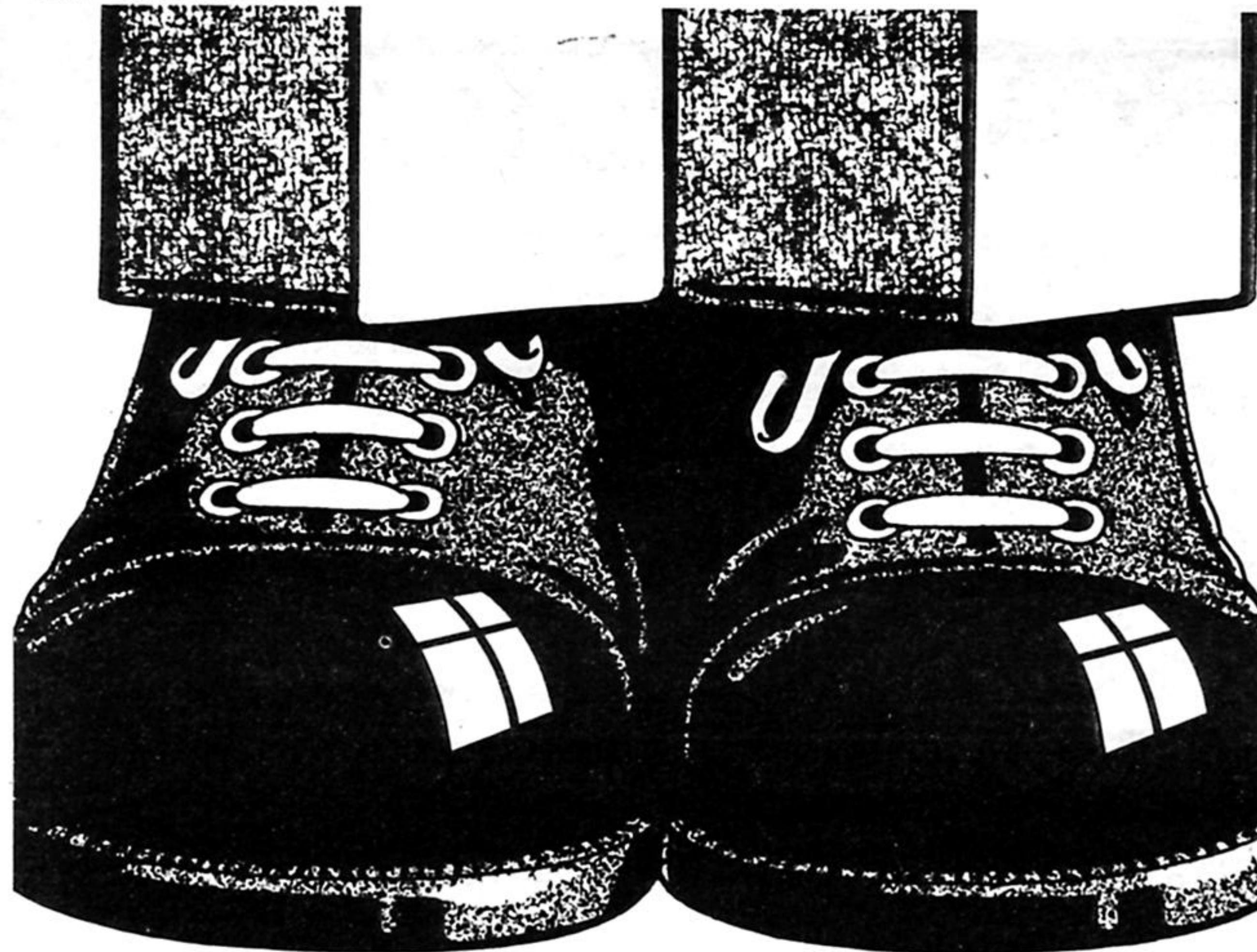
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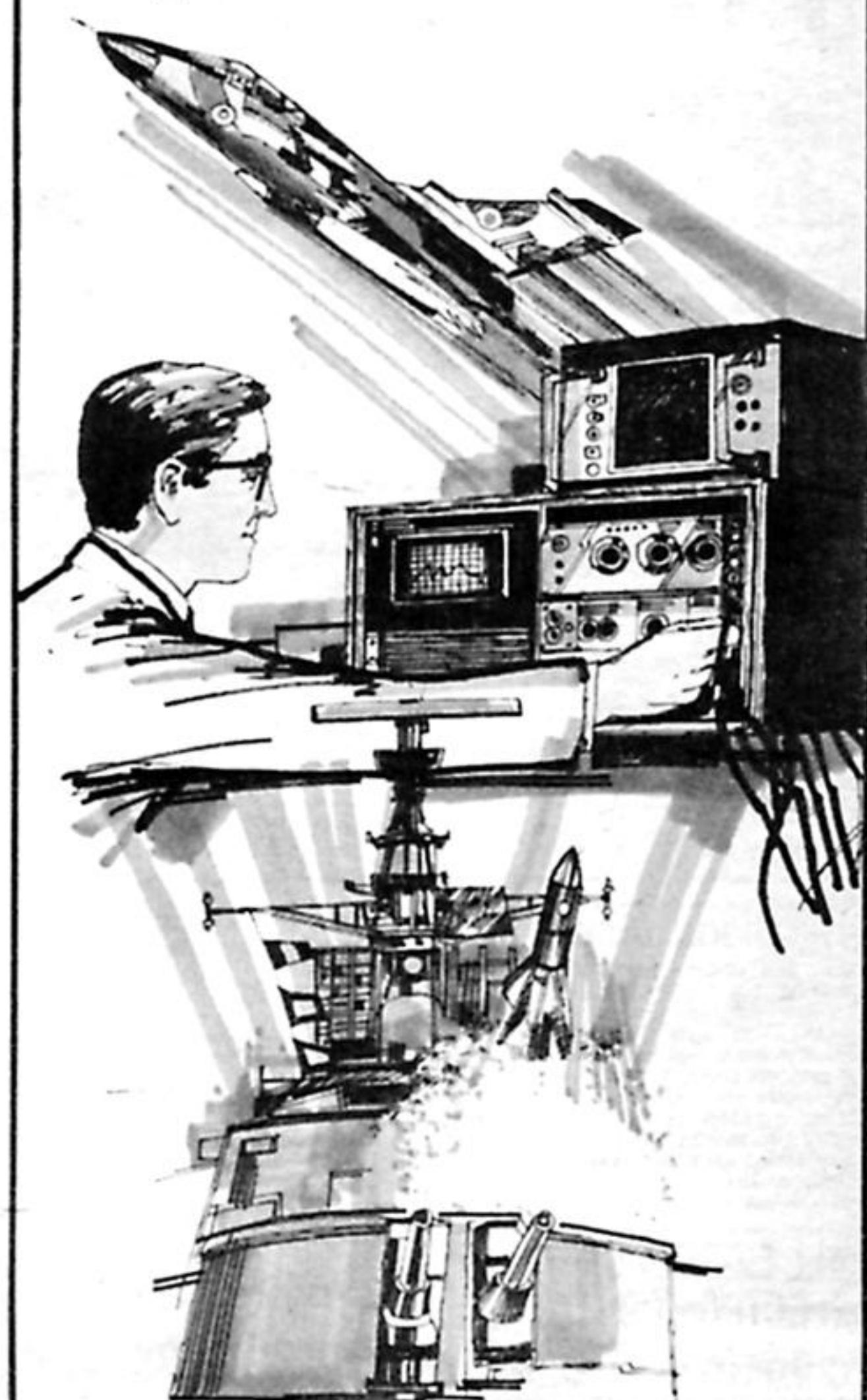
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Navy machine gunners on target

SPORT

The Royal Navy Sub-machine Gun VIII scored an unexpected success by winning the Inter-Services SMG match in the National Rifle Association meeting at Bisley for the first time since 1959 and only the second time ever, writes Roger Herbert Smith.

Their total of 957 was the Navy's best under the present conditions and beat the Regular Army, winners for the last 13 years, by eight points. The R.A.F. were third and the Royal Marines fifth out of seven teams shooting.

Top scorers for the Navy were Lieut. Henry Watson of H.M.S. Dryad, the current Navy SMG champion, and CPO Ron Hopkins (H.M.S. Thunderer), who both scored 125 out of 150. CPO Alan Wombell (H.M.S. Excellent), last year's SMG champion, was non-shooting captain of the team, all of whom shot well above their averages.

PISTOL MATCH

The Navy also won the Services Military Fire Pistol match which has replaced the UIT Pistol match this year. The Army were unbeaten in the old match but the R.N. team made such a good start in the first two practices of the new match that they could not be caught.

Lieut.-Cdr. John Adshead, Navy Service Pistol champion for the last three years, made the highest individual score.

In the Whitehead (Service Pistol) match, the R.A.F. shot a record score of 810 points, 12 more than the Army and 35 ahead of the Navy, whose top-scorer was Lieut. Brian Heatley of H.M.S. Raleigh. The Royal Marines were sixth out of seven with 700 points.

The United Service, the principal Inter-Services service rifle match, was won by the Regular Army for the fourth year in succession. The Navy VIII were

BISLEY '80

fifth of the eight teams shooting, who included the Zimbabwe Forces for the first time, and the Royal Marines seventh. PO Alan Ball (H.M.S. Seahawk) won the Looker Memorial Trophy for the second year running by scoring 177 out of 200, the best individual total in the team.

CPO David Parr (H.M.S. Heron) won the NRA Bisley Bullet Challenge Cup and Staff Sgt Martin Corcoran of the Royal Signals, attached to H.M.S. Mercury, won the Army Queen's medal in the Service competition and the Imperial Tobacco Cup at the NRA meeting.

The Royal Navy came third in the Inter-Services short range target rifle match with a score of 1,124, the highest Navy score in the competition under present conditions.

QUEEN'S MEDAL

In the coldest and wettest R.N. small arms meeting for years, held as usual at Bisley immediately before the NRA meeting, the Queen's Medal for the Champion Shot of the Royal Navy and Royal Marines was won for the fifth year in succession by a Royal Marine.

This year's champion is Sgt Peter Hill of 40 Commando who beat PO Phil Hobson (H.M.S. Lowestoft) by three points in a closely contested final. At the start of the last of the six stages, Hobson led the field by six points

but fell behind Hill when he scored only 28 points out of 50 in the rapid practice and was unable to catch him in the snapshooting.

Royal Marines have now won the Queen's Medal ten times since it was instituted in 1966 and only five winners have come from the Royal Navy.

CONSOLATION

PO Hobson had some consolation in winning the R.N. Service Rifle championship, which is shot concurrently with the Queen's Medal and in which he was runner-up in 1976 and third last year. This time he finished 12 points ahead of the runner-up, PO Paul Southern of H.M.S. Osiris, who led after the first two stages and won the RMRA 75th Anniversary Cup.

CPO Eric Sutcliffe (H.M.S. Collingwood) made the top score in the final stage which won him the RNRA 50th Anniversary Cup, but he was too far behind to catch the leaders.

ONE POINT

The Target Rifle championship was won by Lieut. Pat Drummy of H.M.S. Dolphin by one point from Lieut. Charles Dickenson, a fellow member of the Portsmouth and Medway team, while Lieut. Watson who is better known as a target rifle shot, became Sub-machine Gun Champion for the first time when he narrowly beat CPO Don Patience (H.M.S. Hermes), yet another member of the Portsmouth team.

Lieut.-Cdr. Adshead, Officer-in-Charge of the R.N. Detach-



Above — the traditional winner's ride for PO Phil Hobson (H.M.S. Lowestoft) after he had won the R.N. Service Rifle championship

at Bisley. The Queen's medal for the champion shot of the Royal Navy and Royal Marines went to Sgt Peter Hill of 40 Commando.

The Plymouth and Scotland team had a disappointing meeting as far as team events were concerned but produced several individual winners, including CPO Hopkins, the team captain, who won the Queen Mary competition, PO Southern, winner of the Rapid Fire Pistol Cup in addition to his service rifle successes, and LMEM McGregor who won the Bounton Cup which is open only to tyros under 25.

In the NRA meeting, however, Plymouth and Scotland won the sub-machine gun titles and were the only Command team to meet with success in the Services competitions.

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- 2 — Rowing: Regatta (Henley Town).
- 2-3 — Cycling: Two-day event (Lee-on-Solent).
- 3 — Kayak: Norwich (Norwich).
- 3-4 — Tennis: Inter-Service championships (Wimbledon).
- 4-5 — Cricket: RN v Kent II (Chatham Nore).
- 6 — Athletics: CSAA v Southern Counties v British Police (Crystal Palace).
- 6-7 — Swimming: Inter-Service championships (RAF Costford).
- 7 — Golf: RNNS v REGS (North Hants); Cricket: RN v MCC Young Cricketers (Portsmouth).
- 9-10 — Kayak: Nottingham (Sprint) (Nottingham).
- 10 — Rifle: RN v Northwest, Kent, Sidcup, Lloyds, Dartford, City (Bisley).
- 11 — Cricket: RN v RAF (Portsmouth).
- 12 — Cricket: RN v Losers (Portsmouth).
- 13 — Cricket: RN v Winners (Portsmouth).
- 14-17 — Modern Pentathlon: British Open

SEPTEMBER (First week)

- 3-6 — Golf: Inter-Command match play (Hayling Island).
- 6 — Athletics: Relay races and tug of war (Braemar).
- 6-7 — Kayak: Inter-Services (Sprint & LD) (Nottingham).
- 7 — Motoring: RAC Leaders spring championships (St Athan).

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SPORT

Devon win is just the right tonic

A fine win over minor county champion Devon, who had already done well in the Gillette Cup, gave a much-needed boost to what has been so far a rather disappointing cricket season, writes Derek Oakley.

The batting, which holds so much promise in a blend of experience and youth, has not materialised. There have been one or two excellent individual innings — the best being the 70 by Cdr. Roger Moylan-Jones against Devon and Sub-Lieut. Tony Izzard's fine half century against British Police — but most of the batting has lacked substance and determination.

The match against the Police was in the Navy's grasp until a middle order collapse, admittedly under pressure against some fine pace bowling, left us trailing by 20 runs.

CRICKET

Steady bowling had kept the Police score to attainable proportions, with LWTR Andy Collier, CPO John Michels and Tony Izzard taking most of the wickets.

Against Devon, the Navy scored 197 for five in their allotted 55 overs, with Tony Izzard (41) and Surgeon Lieut. Paul Cooper (30) putting on 59 for the first wicket in 68 minutes.

Devon were bowled out for 147 after reaching 123 for three. Sub-

Lieut. David Wells (3-24), John Michels (3-38) and Izzard (3-24) were helped by some smart catching.

The late availability of Lieut. Peter Bowden and CPO Kelson Brooks has added new life to the team with their extra penetration, and newcomer David Wells, who can be very quick for a few overs, gives even more depth to the bowling.

Wells is an attractive stroke-player who should earn his cap on that ground alone, but he has still to put together a big score.

UNCAPPED TRIO

Three other uncapped players are in with a chance — CPO Mike Izzard, like his brother an attacking early order batsman, has played some useful innings under pressure; Lieut. Jim Rapp, so long away at sea and in the aviation world, is a batsmen in the classic mould and a superb cover fielder; and young NA Chris Campbell must also be in the running. His medium paced inswingers have teased many good batsmen this year, but he has not yet fulfilled his all-round potential as a batsman at Navy level.

SUPERB 43

Our representatives in the Combined Services team have acquitted themselves well. Roger Moylan-Jones scored a superb 43 against Lavinia, Duchess of Norfolk's XI at Arundel, after which Lieut. Mike Robinson hit the winning run in a last over victory.

Tony Izzard kept wicket and scored 46 against Cambridge University, and bowled 20 overs against Oxford University to return 2-26 in another last over win.

The Navy's two other representatives, Capt. Rob Fulton and CPO John Michels, did not have much opportunity to show their paces in these games.

SERVICES FESTIVAL

With the Royal Navy hosting the Inter-Service Festival at U.S. Portsmouth from August 11-13, there will be high hopes of the Senior Service retaining the trophy they won at Uxbridge last year.

A vital ingredient in any limited over game is the fielding. In the last reckoning, a good fielder will always clinch the last place over an indifferent one.



Cdr. Roger Moylan-Jones, the outstanding Royal Navy and Combined Services batsman of the past 15 years, receives the NATO Trophy as the R.N. Sportsman of the Year from Vice-Admiral Sir Tom Baird, President of Navy cricket. Cdr. Moylan-Jones has been awarded 33 Inter-Service caps, a record for all three Services. Last year, for which he was named Sportsman of the Year, he steered R.N. air station Yeovilton to a first ever Navy Cup win.

Beaten — evil eyed caddie and all!



DAVE BLANDFORD

Blandford holes in one

POPT Billy Grier of H.M.S. Kent won the Stableford competition at the annual PTIs golf championships held at Southwick Park. The competition was a great success, attracting 75 entries.

POPT Charlie Moon (H.M.S. Collingwood) won the medal event after finishing on 66 with POPT Peter Piercy of H.M.S. Daedalus. Moon won on a count-back.

But H.M.S. Daedalus won the Establishment Trophy, defeating H.M.S. Nelson by two points, 210 to 212. St Vincent Centre won the trophy for ex-PTIs, with former CPOPT Dave Blandford achieving a hole in one at the seventh.

Louise jumps to success

Wren Louise Addy of H.M.S. Nelson won the Princess Anne Novices Jumping Cup at the Royal Tournament. She was the only girl to reach the final. Cpl. Holden was third for the Royal Marines, the 1979 winners of the trophy.

GOLF

good wins were also recorded by LWTR Eddie Comerford (Cochrane) and Sgt. Stan Brittain (Centurion).

RUNAWAY WIN

Lieut. Roger Hockey (Collingwood) looked set for a runaway success when five up after eight holes; however, despite the evil eye put on his opponent by Roger's caddie (me), his lead slipped away and he was all square after 17. To his great credit Roger hit a fine drive at the last and won on the 18th green.

On the previous afternoon the Navy team had warmed up against a strong Cardross club side. For the first time in living memory the Navy actually won — despite the opposition's considerable local knowledge! Among several playing well were CPO David Brecken (Cochrane) and the Navy skipper John Judge, burling below his handicap as usual!

The Civil Service is another of those teams which the Navy has never managed to beat. July 16 at West Sussex was no exception.

STEADY GOLF

The foursomes were close with the Navy winning two games out of five. Cdr. Ron McLean (FOSNI) combined well with Roger Hockey and Stan Brittain with Stephen Lambert to register our two points. Stan putted particularly well while Stephen played very steady golf. The singles were less successful and only two points were gained out of ten.

Alan Bray won his match, outdriving his opponent by a vast distance. Ron McLean got a half as did the Navy champion, Lieut. Malcolm Edmonds (Fisgard). In the Civil Service side was Jock Lawrence, who as a chief won the Navy Championship six times between 1962 and 69. He is still playing as cunningly as ever and won both his games. We could do with him back in the Navy team.

Young Marines forge ahead in the pool

The Royal Marines won the R.N. junior swimming and water polo championships held in H.M.S. Raleigh on June 28-29. They finished more than 30 points ahead of Plymouth, with Portsmouth third and Naval Air Command fourth.

Architect of the Royals' win was their swimming coach, Sgt. Alan Cain of Commando Training Centre, Lympstone.

Individual winners were:

800m. freestyle — MNE Billy Adam (45 Cdo) 10min. 36.8sec.; 100m. butterfly — MEM Ian Cooper (H.M.S. Sultan) 69.5sec.; 100m. breaststroke — MNE Dave John (45 Cdo) 1:18.6; 400m. freestyle — CA Neil Richardson (H.M.S. Sultan) 5:22.2; 4x2 individual medley — SEA Dave Finnister (H.M.S. Raleigh) 3:37.5; 100m. freestyle — MNE Billy Adam, 1:00.0.

100m. backstroke — WEM Martin Bowles (H.M.S. Collingwood) 1:13.9; 200m. breaststroke — MNE Dave John, 2:57.5; 200m. freestyle — SEA Dave Finnister, 2:20.3; 4x2 medley relay — Portsmouth, 3:04.8; 6x2 team relay — Royal Marines, 4:02.0.

On the same day at the Commonwealth Pool in Edinburgh, Surgeon Lieut. Alex Mills (R.N.H. Stonehouse) captained the Scottish swimming team and Mid. Dave Edwards represented Wales at water polo in a multi-nations tournament.

The Navy's junior swimming team took on their Army counterparts in the Junior Inter-Service championships at Raleigh last

SWIMMING

month and won by 81 points to 59, the Navy's greatest ever winning margin. The Army lads won the water polo match 10-3.

Results of the Navy swimmers were:

400m. freestyle — 1, SEA Dave Finnister, 4:41.2; 3, CA Neil Richardson, 5:10.2. 100m. butterfly — 2, MSA App Graham Home (H.M.S. Fisgard) 1:11.8; 4, WEM Chunkie Chambers (H.M.S. Collingwood) 1:13.0. 100m. breaststroke — 2, MNE Dave John, 1:17.2; 3, MEM Fred Gilman (H.M.S. Birmingham) 1:22.5. 200m. freestyle — 1, MNE Bill Adam, 2:13.6; 2, CA Neil Richardson, 2:23.2.

4x2 individual medley — 2, SEA Dave Finnister, 3:33.2 (new R.N. junior record subject to ratification); 3, RCT Paul Catchpole (CTC) 3:36.0. 100m. backstroke — 1, WEM Martin Bowles, 1:14.0; 3, REM(A) Jim Maeson (H.M.S. Osprey) 1:15.8. 200m. breaststroke — 2, MNE Dave John, 2:56.2; 3, MEM Fred Gilman, 3:06.2. 100m. freestyle — 1, MNE Billy Adam, 59.3; 2, SEA Dave Finnister, 61.6.

4x2 medley relay — 1, R.N. 2:58.8 (WEM Martin Bowles, MSA App Graham Home, MNE Dave John, MNE Billy Adam). 4x2 team relay — 1, R.N. 2:37.5 (RCT Paul Catchpole, WEM Smith, SEA Dave Finnister, CA Neil Richardson).

FENCING

Tournament triumph

The Royal Navy — in the form of Mid. Steve Meredith — swept the board in the Under-20 fencing championship at the Royal Tournament. He won his sabre, foil and epee events — an individual record for the Tournament — and was undefeated in all three finals. During preliminary rounds he fought 33 bouts, losing only two.

Last year Mid. Meredith tied with an Army fencer for the Champion-at-Arms title.

In the senior Champion-at-Arms competition, Cdr. Chris Walker (Staff of FOST) was runner up in an extremely close contest, and Lieut. John Gay, the Navy champion, was third.

The Master Swordsman competition, between the three Service champions, ended in a three-way tie between Lieut. Gay, Lieut. Ian Campbell of the Army and Flight Lieut. Crouch of the R.A.F. after some of the most skilful and exciting fencing seen at the Royal Tournament for many years.

• Lieut. Gay, serving in H.M.S. Caledonia, retained the Navy Champion-at-Arms title recently for the third successive year.



Mid. Meredith.



Lieut. Gay.

SPORT

That spoon again, but not in vain

Navy athletes collected their customary wooden spoon at the Inter-Service championships at R.A.F. Cosford last month — but not without a performance that held promise of future improvement.

Last year the Navy scored a dismal 67 points and won just one event. This year two events were won — both by WOII Ted Kelland — and the points tally was up to 90.

As a result of the improvement, 11 Navy athletes were selected to represent Combined Services at Crystal Palace on August 6.

AB Richard Nicholson (H.M.S. Nelson) was third in the 100m. in a blistering 10.7sec., a time that puts him in the top 20 in Britain. Winner of this very fast race was G.B. international Edwin Cutting of the R.A.F.

QUALIFIED

JRO Steve Foxall, who did so well at the Navy junior championships, was fourth in 10.9sec., a time that qualifies him to enter the junior A.A.A. championships.

WEA App Terry Price of H.M.S. Collingwood was 3rd in the 400m. hurdles in a personal best of 55.4sec., and CRS Bernie Halifax was fourth in the discus. EMA Neil McPhee was second in the pole vault and AB Gavin Russell fourth.

RO Dave Golley (H.M.S.

ATHLETICS

Apollo) finished second in the triple jump, and was followed in fourth place by SEA Tyrone Gordon (H.M.S. Dryad), whose 13.70m. leap bettered the Navy junior record and was the same as the third placed man. Gordon lost out on the medals on the count-back to the next best jump.

IN STYLE

Ted Kelland, who could not defend his Inter-Services titles last year because of injury, returned in style to win both shot and discus events.

All the athletes mentioned were selected for Combined Services, plus Lieut. Chris Bryning (pole vault) and MNE Stuart Gibbs (high jump). This is nearly three times as many as were selected last year.

The 1981 Inter-Services are scheduled to be hosted by the Royal Navy at the new H.M.S. Temeraire. Athletics coach PO Ty Lewis intends to use the winter to build up performances and a team that will put on an even better show on home territory.

Junior records tumble

Records tumbled at the R.N. junior athletics championships held on the new synthetic track at Brickfields, Plymouth, despite adverse conditions for the sprinters.

JRO Steve Foxall (H.M.S. Mercury) won the 100m. and 200m. and anchored Portsmouth to victory in the 4 x 100m. relay. He was chased home in the sprints by England Colts rugby player MNE Garry Cuthell (42 Cdo), recording 11.4sec. in the 100m. and a championship best 23sec. in the 200m. against strong headwinds.

HIGH JUMP

MNE Stuart Gibbs (42 Cdo), who was so promising in the senior championships, won the high jump with a championship best 1.90m., the 110m. hurdles in 16.2sec. — just 0.1sec. off the record, and finished second in the triple jump to Navy basketballer MEM Carroll Jones (H.M.S. Bulwark), who won with a championship best and Navy junior record of 13.58m.

Mid. Chris Robinson smashed the 800m. championship best with a time of 2min. 01.0sec., then moved up to the 3,000 to break the championship record and his own Navy junior record with a run of 8min. 53.0sec.

POLE VAULT

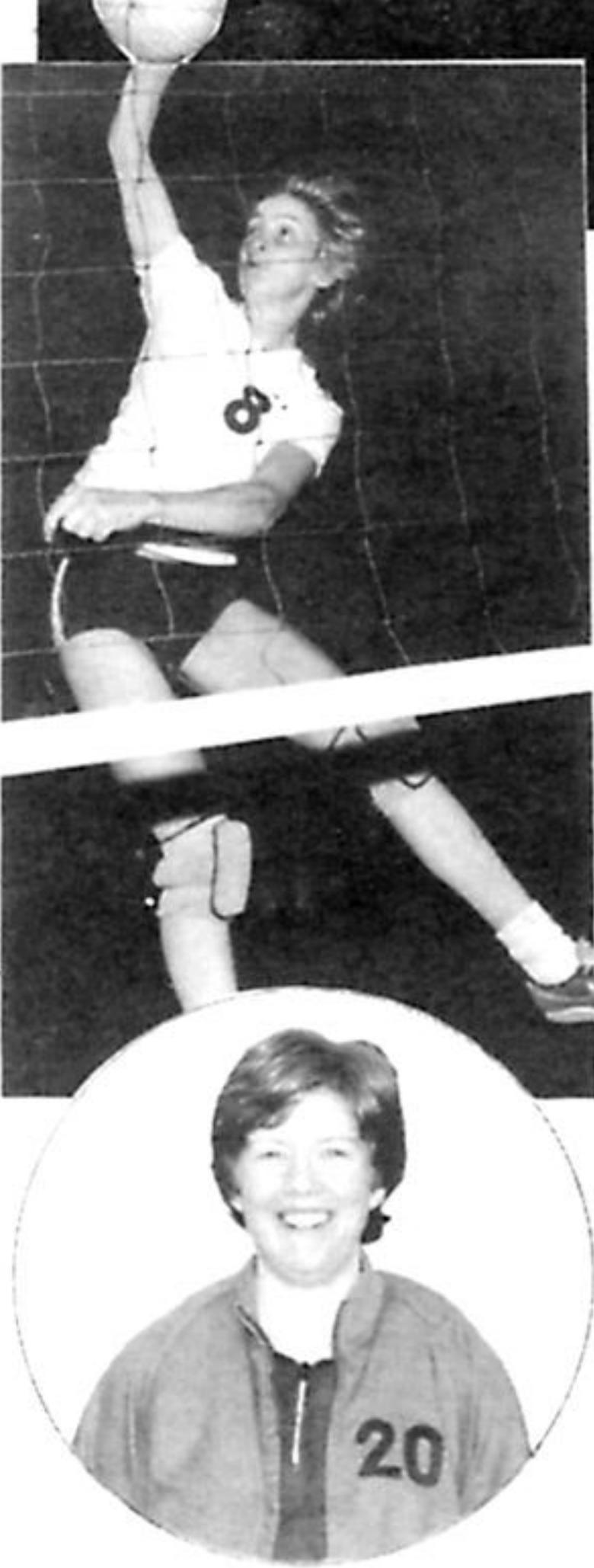
AB Gavin Russell (H.M.S. Iveson), the junior team captain, won the 400m. hurdles, but failed in his best event, the pole vault.

Welsh junior javelin thrower JEM Darrel Stretton was unavailable for the javelin competition but won the long jump on the following day with a 6.05m. leap. As it was, he would have been pushed to beat the winner of the javelin, MEM A. Riggs (H.M.S. Sultan), who threw 52.60m.

It was a disappointment that Scotland and Medway could not find a team for the championship, but the command winners were Plymouth, with Portsmouth second, the Royal Marines third, and Naval Air Command fourth.

WHAT A YEAR FOR THE GIRLS!

• LWren
Alison
Munsie



• P.O. Wren Shirley Hawkeswood ... cross-country.



• Wren (Phot) Hilary Astley-Jones ... tennis.

It's been a vintage year for the Navy's sportswomen, producing for the WRNS their best ever series of results at Inter-Service level.

During the past 12 months the Wrens have won five Inter-Service championships — hockey, netball, tennis, swimming and volleyball — and got very close to winning several more.

That sequence of success began last August when the WRNS won the tennis championship for the first time in 23 years — a major breakthrough in what is perhaps the most prestigious of sports in the women's Services.

Two players who spearheaded that victory, First Officer Jenny MacColl and singles champion Wren (Phot) Hilary Astley-Jones, will be leading the Navy's bid to retain that title this month.

Hockey has been the most successful sport for the Wrens in recent years, although they had to share the title with WRAF in March after winning it outright in the previous four years.

Newcomer Wren Paula Richardson boosted the WRNS to their first swimming title in 17 years, and the netball championships was the first for the Navy women since 1968.

Outstanding in the very good volleyball team was LWPT Alison Munsie, who has been tipped for the England squad after brilliant performances at Inter-Service level. She even impressed Chinese officials during the WRNS volleyball tour of Hong Kong.

Although struggling at athletics, the Wrens made their mark in the national triathlon and modern pentathlon

championships, and PO Shirley Hawkeswood finished first in the Inter-Service cross-country championships at R.A.F. Halton. The WRNS team was pipped into second place in this event.

The R.N. women were also narrowly beaten into second place in the squash, shooting and fencing championships, and improved to second place in the table tennis.

BEST SKI-IER

The Navy has perhaps the best lady skier in the Services in Wren Di Coombes, although the promising WRNS team was disqualified in appalling conditions last year. Ski-ing is now a "recognised" sport in the Navy.

Second Officer Gill Aitkenhead, the R.N. Womens Sports Officer, told Navy News that the QARNNS had played their part in the year's successes. Naval nurses were included in the hockey, netball and table tennis teams at Inter-Service level.

DECATHLON

TY SAVES DAY FOR SENIORS

Navy athletics coach PO Ty Lewis saved the blushes of senior representatives competing in the R.N. decathlon championships at Victory Stadium, Portsmouth, last month.

SOCCER

Earls Court kings!

The Royal Navy won the first soccer competition to be staged during the Royal Tournament, writes Jack Sheppard.

The Navy met the Metropolitan Police in the final of the five-a-side contest, the first Association Football competition to be organised in the 100 years of the Royal Tournament, and beat them 1-0 with a goal by POPT John Gwynn.

The Navy side, managed by PO Jimmy Quinn, beat the Army 1-0 to earn a place in the final, while the Police beat the R.A.F. 2-0. All four sides struggled to find their feet on the unstable and uneven Earls Court surface.

Goalscorer for the Navy against the Army was LPT Mark Williams. Others in the side were CPOPT Mick Patterson, POPTs Tommy Johnson and John Gwynn, and Bugler John O'Connell. Substitutes were LPT Lee Tongue, LPT Gary Schofield and PO Brigham Young.

Lewis narrowly won the event, with junior athletes close on his heels in the next three positions. In fact, juniors filled four of the top seven places. The senior and junior championships are held concurrently.

MNE Stuart Gibbs (42 Cdo) took second place — plus the Navy junior decathlon title — and third and fourth were SEA Tyrone Gordon (H.M.S. Dryad) and AB Gavin Russell (H.M.S. Iveson).

The women's pentathlon was won by Wren Lorna Morgan (H.M.S. Centurion), and the men's 10,000m. championship, held at the same meeting, was won comfortably by POPT Terry Osborne of H.M.S. Raleigh.

Detailed results were:

R.N. decathlon championships — 1. PO T. Lewis (H.M.S. Nelson) 5,253 pts.; 2. MNE S. Gibbs (42 Cdo) 5,181; 3. SEA T. Gordon (H.M.S. Dryad) 5,177; 4. AB G. Russell (H.M.S. Iveson) 5,104; 5. Cpl A. Woodin (H.M.S. Achilles) 4,786; 6. POEL I. Buck (H.M.S. Sceptre) 4,600.

R.N. junior decathlon — 1. MNE Gibbs; 2. SEA Gordon; 3. AB Russell.

R.N. women's pentathlon — 1. Wren L. Morgan (H.M.S. Centurion) 2,526; 2. Wren V. Hodgkinson (H.M.S. Daedalus) 2,396; 3. Wren A. Gorski (H.M.S. Centurion) 2,257.

10,000m. championships — 1. POPT T. Osborne (H.M.S. Raleigh) 30 min. 51.6 sec.; 2. PO M. Scott (H.M.S. Seahawk) 32:38.7; 3. LWTR V. Tarrant (H.M.S. Centurion) 32:43.3.

Active's final

H.M.S. Active won the Fleet Midi-Ships soccer competition by beating H.M.Y. Britannia 2-1 in the final, eventually played at Plymouth at the end of June.

Royals peak of success . . .



A record 26-mile run up and down Snowdon by Lieut. John Rye and Cpl Neil Boman helped the Royal Marines to victory in Samphire, their entry in the 1980 Three Peaks yacht race. The race is an unusual combination of three sailing legs, punctuated by tough runs to the summits of Snowdon, Scafell and Ben Nevis.

Skipper of the 39ft. sloop was Lieut.-Cdr. Sam Poole. With him in the Samphire were retired naval officer Mr. Sammy Sampson, and three runners, Lieut. Rye, Cpl Boman and Second Lieut. Gerry Heal.

Pictured with their trophies are (back row) Sammy Sampson, Lieut.-Cdr. Poole, and Second-Lieut. Heal; and (front), Lieut. Rye and Cpl Boman.

Picture: PO(Phot) Peter Holdgate.

Modern pentathlon

The Royal Navy's modern pentathletes finished second to the Army in the Inter-Services competition at Arborfield at the end of June. Second placed Service competitor was CPOPT Tim Kenealy, who has been competing with the Great Britain team at the Moscow Olympic Games.

POPT John Munnings (H.M.S. Dauntless) and LPT Danny Boon (H.M.S. Sultan) were sixth and seventh.

EVER HAD THE FEELING YOU'RE BEING FOLLOWED?

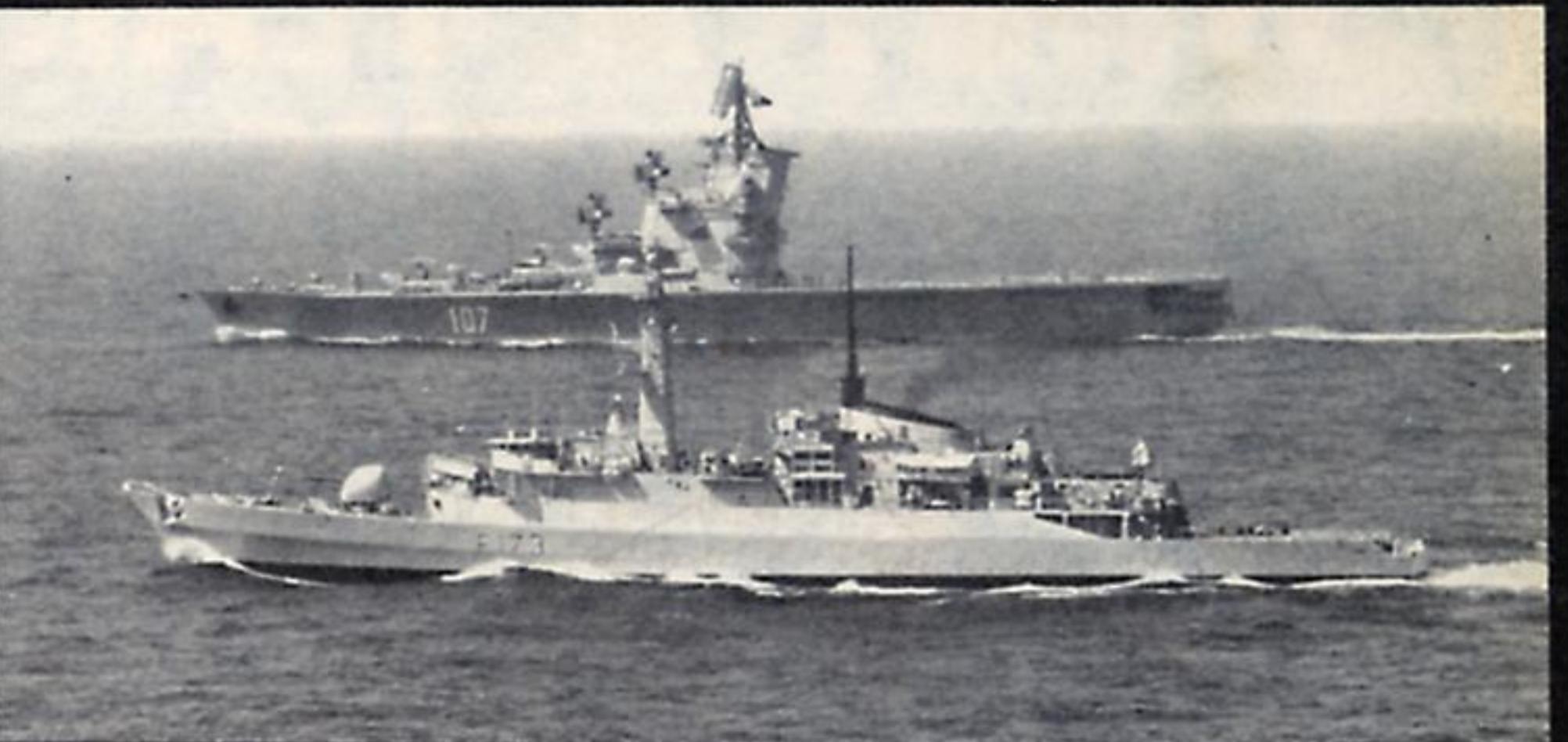


Two pictures showing Royal Navy frigates shadowing major Russian warships illustrate the constant surveillance by NATO and the U.K. of the Soviet build-up of sea power.

On the left, H.M.S. Juno, flagship of NATO's Standing Naval Force Atlantic, follows the Kiev off North Cape as the new Soviet

aircraft carrier takes part in a 19-ship exercise inside the Arctic Circle.

A big operation spearheaded by STANAVFORLANT to monitor the exercise included Nimrod aircraft of the R.A.F. and units of the Norwegian Navy as well as the Royal Navy.



Earlier, right, H.M.S. Arrow joined the Soviet helicopter carrier Leningrad as she left the Mediterranean on her way to the exercise. Also tasked to watch the Leningrad were H.M. ships Brighton, Avenger and Bacchante.

The Arrow, which was taking part in the

Royal Navy Submarine Flotilla exercise Jolly Roger, had earlier shadowed two Russian Krivak-class frigates in the Channel before joining H.M.S. Berwick and H.M. submarines Otus, Opportune and Olympus for the annual submarine training period in the Mediterranean approaches.

Minister in mine scare

An encounter with an unexploded mine awaited Navy Minister Mr. Keith Speed while watching fishery protection work 15 miles off the Cornish coast.

He had flown from R.N. air station Culdrose to H.M.S. Guernsey, and then joined a boarding party carrying out a routine inspection of the Penzance-based trawler Rosalind.

As the party, led by Lieut. Nicholas Warren, inspected the nets and the heavy catch there appeared in the catch a fully-primed mine, probably of Second World War vintage.

AGREED

The Navy's advice to fishermen in these circumstances is to get the mine back in the water fast, marking its position. It was advice with which the Minister — who has experience in mine countermeasures from R.N.R. days — agreed and he assisted the crew and boarding party in getting the mine back over the side.

"It was all hands to get the mine clear," he said later.

After the incident, Mr. Speed returned to the Guernsey, which is commanded by Lieut.-Cdr. Anthony Horton, and later was flown ashore by helicopter.

TRAWLERS AS MCMs?

Suggestions were made in the Commons that fishing trawlers now laid up on Humberside should be considered for the MCM role.

For the Government it was stated that this was being considered. But it was not simply a question of capital costs, but whether lifetime costs and the costs of fitting specialist equipment would necessarily provide the best bargain.

It was also stated that at present there were 34 MCM vessels in service. On the basis of present orders one VT2 hovercraft — for MCM support duties — and four more Hunt-class ships will have been added by the end of 1983. Four Ton-class vessels will be then have paid off.

As already announced, there were plans to introduce a new class of minesweeping trawlers.

Press gang

H.M.S. Sirius played host at Devonport to ten journalists, all winners of Commonwealth Press Union Harry Brittan Fellowships. The guests were given a guided tour of the ship and lunch, and later looked over the Dockyard.

Anything you can do . . .

Below: Three-year-old Douglas Morris obviously fancies his own chances for the motor mileage marathon as he admires the "three-wheeled slalom" entry from H.M.S. Caledonia, driven by App. Steven Shuttleworth. Douglas is the son of Lieut. Paul Morris, Caledonia project officer for the event.

Picture: LA(Phot) Danny du Feu



700 miles per gallon!

How does 700 miles to the gallon sound to the hard-pressed motorist? That's the mileage topped by a neat little three-wheeler built by apprentices from H.M.S. Caledonia for the Shell motor mileage marathon at Silverstone in July.

With the support of many people in Caledonia, they set to work in the competition to find the vehicle with best fuel consumption over ten laps of the track (9.48 miles) at an average speed of not less than 15 m.p.h.

Their entry was to a design based on a slalom canoe shell (glass reinforced plastic), incorporating a much-modified Honda 50.c.c. engine and racing bicycle wheels.

CREDITABLE

With a figure of 718.91 miles per gallon, they were placed a creditable eleventh in a field of 50 — and no doubt would have done even better but for a flat tyre for the last quarter of the race.

The contest was won by Cranfield Institute of Technology, who reached 1,494.69 a gallon.

Project officer for the Caledonia entry — the only one from the Services — was Lieut. Paul Morris, who "master-minded" the design and production.

Other key personnel included Lieut. David Shields (business manager), App. Steven Shuttleworth (driver), CPO App. Stuart Little, App. Stephen Parker, App. Miller, and Upper Yarmean Roger Shugrue (construction), and Lieut. John Ford (electronics design).

Finances for the project were sponsored by voluntary subscriptions and fun raising round the establishment.

Extrudinary!

NEW BUILDING METHOD FOR LIVERPOOL

With the building in a Merseyside construction hall of the Royal Navy's tenth Type 42 destroyer, the Service is learning how new ships are "extruded" — a term to add to the glossary of keel laying, launching and commissioning.

Built under cover, the new H.M.S. Liverpool, complete with main engines, gearing, propeller shafting and most of her interior fittings, was extruded in July from Cammell Laird's modern construction hall on to an outside slipway ready for a traditional launch.

At eight inches a minute, the ship, weighing 2,500 tonnes at the time, was moved more than 115 metres by about 125 strokes of hydraulic rams associated with a specially-engineered sliding system.

COMBINATION

Building method used for the Liverpool has been a combination of what Cammell Laird's call the extrusion process and the open ship principle.

The after-end of the ship was built alongside the main hull, then joined, complete with propeller shafting and rudders, to the rest of the ship.

With the advantage of excellent conditions inside the hall, decks over the machinery space are left off in this construction system, providing access for shipping

major items of equipment, such as gearboxes and turbines. Work goes on elsewhere under cover on fabrication and outfitting the multi-deck "sandwich" structures.

Following its extrusion, and after further painting and outfitting, the Liverpool will be launched in late September.

COST-CUTTING

Cammell Laird's says that, although primarily designed for merchant ship construction, the new methods lend themselves remarkably well to the building of warships and that they are expected to reduce building time and cost.

The new techniques, developed in collaboration with MOD (Navy), were being further developed for the contract for building a "stretched" Type 42 on the same berth.

The Ministry of Defence is planning to charter a new 30,000-ton tanker, to be built by Cammell Laird and modified to the needs of the RFA. The charter is subject to negotiation of satisfactory terms.

UNDERCOVER JOB

Constructed completely under cover, H.M.S. Liverpool is seen at an advanced stage of build before her "extrusion" from the construction hall. Weighing about 2,500 tonnes at the time of the move, the ship was pushed 115 metres to her launch position.

